

FY1997 - FY2000 Transportation Improvement Program

May 1996

**Eastgate Development and Transportation Agency
25 East Boardman Street
Youngstown Ohio 44503**

EASTGATE DEVELOPMENT & TRANSPORTATION AGENCY

Serving Northeast Ohio since 1973

The Eastgate Development and Transportation Agency, (EDATA), is a multipurpose Regional Council of Governments for Mahoning and Trumbull counties and the city of Conneaut in Ashtabula county, as established by Section 167.01 of the Ohio Revised Code. EDATA is the agency designated or recognized to perform the following functions:

- Serve as the Metropolitan Planning Organization (MPO) in Mahoning and Trumbull counties, with responsibility for the comprehensive, coordinated and continuous planning for highways, public transit and other transportation modes as defined in the Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA).
- Perform continuous water quality planning functions in cooperation with Ohio and US EPA.
- Provide planning to meet Air Quality requirements under ISTEA and the Clean Air Act Amendments of 1990.
- Administration of the Economic Development District Program
- Administration of the State Bond Issue 2/LTIP Program for the District 6 Public Works Integrating Committee.
- Administration, in coordination with the Mahoning Valley Economic Development Corporation, of the Department of Defense Procurement Program.
- Administer the area clearinghouse function, which includes providing local government with the opportunity to review a wide variety of local or state applications for federal funds.
- Administration of the regional Rideshare! program for Ashtabula, Mahoning and Trumbull counties.
- Conduct demographic, economic, and land use research.
- At General Policy Board direction, provide planning assistance to local governments that comprise the EDATA planning area.

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TRANSPORTATION IMPROVEMENT PROGRAM

FISCAL YEAR 1997 - 2000

MAHONING AND TRUMBULL COUNTIES

**EASTGATE DEVELOPMENT AND TRANSPORTATION AGENCY
OHIO ONE BUILDING, SUITE 400
25 EAST BOARDMAN STREET
YOUNGSTOWN, OHIO 44503**

MAY 1996

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F	Public Involvement/Information Record
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CHAPTER 1

INTRODUCTION

As the Metropolitan Planning Organization [MPO] for Mahoning and Trumbull Counties, the Eastgate Development and Transportation Agency [EDATA] is required to annually prepare a Transportation Improvement Program [TIP]. The TIP provides a comprehensive listing of transportation improvements within our planning area that will be using federal and state funding, and have been scheduled for implementation over the next four years.

Specifically, the TIP shall consist of improvements developed within the overall goals and objectives of the transportation planning process and transportation plans, reflecting the priorities of the implementing agencies, yet, staying within the funding constraints for the programming period. The Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA) requires that:

The Transportation Improvement Program must be developed for each metropolitan area, by the MPO in cooperation with the Ohio Department of Transportation (ODOT) and transit operators, that includes all projects to be funded with Title 23 or Federal Transit Administration (FTA) funds.

The TIP must be updated and approved at least every two years by the MPO and Governor, with a reasonable opportunity for public comment prior to approval.

The TIP must include a priority list and a financial plan that demonstrates how it can be implemented and the TIP must be consistent with funding reasonably expected to be available.

Preparation of the TIP involves cooperation at all levels of government in addition to citizen participation. EDATA's Technical Advisory Committee and Citizens Advisory Board review and recommend the TIP to the General Policy Board, EDATA's decision-making body. Project review meetings are held on a regular basis with representatives of the Ohio Department of Transportation, EDATA, and County, City, and Village Engineers to review and discuss the status of the individual highway projects.

The Transportation Improvement Program contains separate sections for highway improvements and transit improvements. These improvements are proposed by agencies responsible for implementing the projects and are reviewed and programmed in the TIP by EDATA. Each project must be in conformance with short and long range transportation management plans for the region and be in conformance with requirements established in the 1990 Clean Air Act Amendments and ISTEA.

CHAPTER 2

HIGHWAY IMPROVEMENTS

This chapter of the Transportation Improvement Program provides for the programming of Federal Aid bridge and highway improvements for the next four years. A majority of the projects listed in the TIP have been programmed previously by EDATA and the Ohio Department of Transportation. Included in this chapter are the following:

- o ODOT List of Projects Sold in Calendar 1995
- o Status of Projects Programmed in the first year of the FY1996 TIP
- o Major Project Delays
- o Status of the Federal Aid Surface Transportation Program
- o Other Possible Funding Measures to Preserve the Existing Transportation System
- o Construction Projects Shown in FY97
- o Transportation Improvement Program Fiscal Years 1997-2000
- o Non-Federally Funded Projects

ODOT List of Projects Sold in Calendar 1995

Table 1 is a copy of ODOT's FP-24B Report for projects sold in Calendar year 1995 for the EDATA planning area.

STATUS OF PROJECTS PROGRAMMED IN THE FIRST YEAR OF THE FY1996 TIP

The FY1996 TIP listed 31 projects with either the Preliminary Engineering, Right-of-Way Acquisition, or the Construction phase scheduled for fund obligation during State FY1996 (July 1, 1995-June 30, 1996). An analysis of those projects shows that of the total, 15 projects had a scheduled phase delayed to a future year, Preliminary Engineering was authorized for the programmed phase of 2 projects, 12 projects were sold, Right of Way acquisition was authorized for 1 project and 1 project showed no change. Table 2 shows the status of projects programmed in the first year of the FY1996 TIP; identifying delays, authorized, and sold projects.

FY1995 TIP listed 42 projects with either the Preliminary Engineering, Right-of-Way Acquisition, or the Construction phase scheduled for fund obligation during FY1995. An analysis of those projects shows that, of the total, 34 projects had a scheduled phase delayed to a future year, Preliminary Engineering was obligated for the programmed phase of 3 project, 13 projects were sold, and 3 projects were canceled.

MAJOR PROJECT DELAYS

Delays can result for a number of reasons including, but not limited to, changes in project scope, extended review times, changes in environmental study requirements, the availability of federal funds, the availability of local matching funds, and a variety of other reasons. A number of major highway system and bridge projects have experienced considerable delays in completion of a current phase and the beginning of the next phase. These projects have been the subject of numerous discussions between project sponsors, the Ohio Department of Transportation, state and federal elected officials and concerned citizens.

Specific concerns have been raised on numerous occasions regarding the status of the following projects:

- a- US62 Relocation Project, Phase 1, SR225 to 12th Street in Sebring
- b- Replacement of the SR170 Main Street Bridge in the Village of Poland
- c- Replacement of the SR616 (Bridge Street) Bridge in Struthers
- d- Replacement of the Center Street Bridge in Youngstown
- e- Construction of the Hubbard Expressway
- f- Replacement of the Summit Street Bridge in Warren
- g- Construction of the SR11/King Graves Road Interchange

During the FY96-FY99 TIP development process ODOT initiated a re-evaluation of all of their statewide projects due to declining federal highway funding. According to ODOT, the Project Selection Process was implemented to "ensure appropriate use of the limited funding available for major projects." ODOT has held eight regional public hearings at various locations throughout the state over the last year in order to gather additional input for the Project Selection Process. EDATA's General Policy Board (GPB), along with all of the other MPO's were contacted and encouraged to review/critique the process. EDATA responded (on file) to the proposed Project Selection Process. The Project Selection Process was finalized on February 16, 1996 (See Appendix C). Projects moved out beyond the four year time frame during the FY96 TIP development process are still listed beyond the FY97-FY2000 STIP/TIP time frame. Taken from the above list they are; a, e, and g.

TABLE 1

REPORT DATE 01/10/96

COST AND DESCRIPTION FOR EACH PROJECT
FOR PROJECTS SOLD 01/01/95 THRU 12/31/95

PAGE NO. 1

FP-24B

***** AMOUNTS SHOWN ARE FOR REQUESTED COUNTYS PORTION OF THE TOTAL PROJECT COST *****

PROJECT DESCRIPTION				FUNDING	PE	R/W	CONST	TOTAL
PROJ	P001-95	MAH US422 2.42		STP			18,456	18,456
PID	13878	LANDSCAPING	TOTAL .00 MILES	YOUNGSTOWN CITY			4,614	4,614
SJN	04472-0	TEA PROJECT		TOTAL			23,070	23,070
APPN	733/706							
SALE	02/22/95							
COMP	12/31/95							
PROJ	7-95	MAH VAR 0.00		STATE			93,303	93,303
PID	14651	PAVEMENT MARKING	TOTAL .00 MILES	TOTAL			93,303	93,303
SJN	64502-0							
APPN	776							
SALE	01/18/95							
COMP	05/01/96							
PROJ	16-95	MAH SR 11 3.31		NH			1,463,945	1,463,945
PID	8004	REST AREA	TOTAL .00 MILES	STATE	127,000		365,985	492,985
SJN	04713-0	INC'DS SPN'S 017,018,01 SJN'S047133,047131,047132		TOTAL	127,000		1,829,930	1,956,930
APPN	740	NH-78(39)						
SALE	01/18/95							
COMP	10/01/96							
PROJ	29-95	MAH VAR 0.00		718 FUNDS			94,405	94,405
PID	14674	PAVEMENT MARKING	TOTAL .00 MILES	TOTAL			94,405	94,405
SJN	64502-7							
APPN	718							
SALE	01/18/95							
COMP	09/15/95							
PROJ	52-95	MAH VAR 0.00		STATE			27,788	27,788
PID	14673	PAVEMENT MARKING	TOTAL .00 MILES	TOTAL			27,788	27,788
SJN	64503-1							
APPN	718							
SALE	02/01/95							
COMP	09/15/95							
PROJ	72-95	MAH VAR 0.00		STATE			109,938	109,938
PID	12703	SIGNALIZATION	TOTAL .00 MILES	TOTAL			109,938	109,938
SJN	64307-3							
APPN	777							
SALE	02/22/95							
COMP	02/28/97							
PROJ	113-95	MAH VAR 0.00		STATE			12,628	12,628
PID	14822	HERBICIDAL SPRAYING	TOTAL .00 MILES	TOTAL			12,628	12,628
SJN	64502-6							
APPN	779							
SALE	03/08/95							
COMP	06/10/95							

SOURCE: ODOT

TABLE 1 (CONTINUED)

REPORT DATE 01/10/96

COST AND DESCRIPTION FOR EACH PROJECT
FOR PROJECTS SOLD 01/01/95 THRU 12/31/95

PAGE NO. 2

FP-24B

***** AMOUNTS SHOWN ARE FOR REQUESTED COUNTYS PORTION OF THE TOTAL PROJECT COST *****

PROJECT DESCRIPTION				FUNDING	PE	R/W	CONST	TOTAL
PROJ 215-95	MAH CEDA	0.00		BR			687,280	687,280
PID 10547	BRIDGE REPLACEMENT		TOTAL .00 MILES	STATE	3,000			3,000
SJN 04010-0	TRC W/EDATA'S FED\$137456, CEDAR ST., BR DEMOL			TOTAL	3,000		687,280	690,280
APPN 733/716	BRF-94B(15)							
SALE 05/10/95								
COMP 09/30/95								
PROJ 216-95	MAH FIFTH	0.00		BR			1,734,640	1,734,640
PID 4249	BRIDGE REPLACEMENT		TOTAL .00 MILES	STATE	10,000			10,000
SJN 04907-0	TRC W/EDATA'S FED\$346928, FIFTH AVE			TOTAL	10,000		1,734,640	1,744,640
APPN 733/716	BRF-2A17(A)							
SALE 05/10/95								
COMP 10/31/95								
PROJ 237-95	MAH VAR	0.00		STATE			99,850	99,850
PID 14674	PAVEMENT MARKING		TOTAL .00 MILES	TOTAL			99,850	99,850
SJN 64502-7								
APPN 718								
SALE 05/24/95								
COMP 09/15/95								
PROJ 260-95	MAH VAR	0.00		STATE			76,727	76,727
PID 15145	MISCELLANEOUS		TOTAL .00 MILES	TOTAL			76,727	76,727
SJN 64504-6								
APPN 774								
SALE 06/07/95								
COMP 07/11/97								
PROJ 342-95	MAH SR 45	0.00		STATE			1,517,600	1,517,600
PID 9513	TWO-LANE RESURFACING		TOTAL .00 MILES	TOTAL			1,517,600	1,517,600
SJN 64103-9								
APPN 706								
SALE 06/21/95								
COMP 10/31/95								
PROJ 446-95	MAH IR 76	6.04		IM			1,061,298	1,061,298
PID 11302	BRIDGE REPAIR		TOTAL .12 MILES	STATE	147,300		117,922	265,222
SJN 04158-0				TOTAL	147,300		1,179,220	1,326,520
APPN 716	IM-76-2(70)							
SALE 08/02/95								
COMP 10/15/96								
PROJ 532-95	MAH IR 76	1.64		IM			764,523	764,523
PID 10088	BRIDGE REPAIR		TOTAL .00 MILES	STATE	120,000	2,900	87,947	210,847
SJN 04938-0				TOTAL	120,000	2,900	852,470	975,370
APPN 716	IM-76-2(66)							
SALE 09/13/95								
COMP 08/15/96								

SOURCE: ODOT

TABLE 1 (CONTINUED)

REPORT DATE 01/10/96

.COST AND DESCRIPTION FOR EACH PROJECT
FOR PROJECTS SOLD 01/01/95 THRU 12/31/95

PAGE NO. 3

FP-24B

***** AMOUNTS SHOWN ARE FOR REQUESTED COUNTYS PORTION OF THE TOTAL PROJECT COST *****

PROJECT DESCRIPTION				FUNDING	PE	R/W	CONST	TOTAL
PROJ 560-95	MAH IR680	4.48		STATE			33,380	33,380
PID 15227	MISCELLANEOUS		TOTAL .00 MILES	TOTAL			33,380	33,380
SJN 64506-3	SIGN SUPPORTS							
APPN 779								
SALE 09/27/95								
COMP 03/31/96								
PROJ 616-95	MAH SR 11	1.94		STATE			544,800	544,800
PID 15240	BRIDGE REPAIR		TOTAL .00 MILES	TOTAL			544,800	544,800
SJN 64505-6								
APPN 772								
SALE 10/25/95								
COMP 06/30/96								
PROJ 643-95	MAH IR680	4.04		IM			5,363,937	5,363,937
PID 15051	FOUR-LN RESURFACING		TOTAL 2.94 MILES	STATE			595,993	595,993
SJN 64506-2	RESURF 4L-OPS DIV			TOTAL			5,959,930	5,959,930
APPN 706	IM-680-9(42)							
SALE 11/21/95								
COMP 08/31/96								

SOURCE: ODOT

TABLE 1 (CONTINUED)

REPORT DATE 01/10/96

COST AND DESCRIPTION FOR EACH PROJECT
FOR PROJECTS SOLD 01/01/95 THRU 12/31/95

PAGE NO. 4

FP-24B

***** AMOUNTS SHOWN ARE FOR REQUESTED COUNTYS PORTION OF THE TOTAL PROJECT COST *****

PROJECT DESCRIPTION				FUNDING	PE	R/W	CONST	TOTAL
PROJ 7-95	TRU VAR	0.00		STATE			93,304	93,304
PID 14651	PAVEMENT MARKING		TOTAL .00 MILES	TOTAL			93,304	93,304
SJN 64502-0								
APPN 776								
SALE 01/18/95								
COMP 05/01/96								
PROJ 29-95	TRU VAR	0.00		718 FUNDS			94,405	94,405
PID 14674	PAVEMENT MARKING		TOTAL .00 MILES	TOTAL			94,405	94,405
SJN 64502-7								
APPN 718								
SALE 01/18/95								
COMP 09/15/95								
PROJ 41-95	TRU SR 11	3.69		STATE			1,390,700	1,390,700
PID 14452	MISCELLANEOUS		TOTAL .00 MILES	TOTAL			1,390,700	1,390,700
SJN 64501-3 SPOT RESURF								
APPN 706								
SALE 02/01/95								
COMP 08/31/95								
PROJ 52-95	TRU VAR	0.00		STATE			27,788	27,788
PID 14673	PAVEMENT MARKING		TOTAL .00 MILES	TOTAL			27,788	27,788
SJN 64503-1								
APPN 718								
SALE 02/01/95								
COMP 09/15/95								
PROJ 72-95	TRU VAR	0.00		STATE			109,939	109,939
PID 12703	SIGNALIZATION		TOTAL .00 MILES	TOTAL			109,939	109,939
SJN 64307-3								
APPN 777								
SALE 02/22/95								
COMP 02/28/97								
PROJ 113-95	TRU VAR	0.00		STATE			12,629	12,629
PID 14822	HERBICIDAL SPRAYING		TOTAL .00 MILES	TOTAL			12,629	12,629
SJN 64502-6								
APPN 779								
SALE 03/08/95								
COMP 06/10/95								
PROJ 136-95	TRU PARK	0.00		STATE			433,200	433,200
PID 14735	MISCELLANEOUS		TOTAL .00 MILES	TOTAL			433,200	433,200
SJN 64502-2 ODNR-MOSQUITO CREEK								
APPN 732								
SALE 03/08/95								
COMP 07/31/95								

SOURCE: ODOT

TABLE 1 (CONTINUED)

REPORT DATE 01/10/96

COST AND DESCRIPTION FOR EACH PROJECT
FOR PROJECTS SOLD 01/01/95 THRU 12/31/95

PAGE NO. 5

FP-24B

***** AMOUNTS SHOWN ARE FOR REQUESTED COUNTYS PORTION OF THE TOTAL PROJECT COST *****

PROJECT DESCRIPTION				FUNDING	PE	R/W	CONST	TOTAL
PROJ 158-95	TRU SR 5	2.46						
PID 14806	TWO-LANE RESURFACING		TOTAL 6.35 MILES	STATE			582,800	582,800
SJN 64502-4	VARIOUS SECTIONS OF RESURF			TOTAL			582,800	582,800
APPN 706								
SALE 03/29/95								
COMP 07/31/95								
PROJ 209-95	TRU SR 88	20.66						
PID 14496	BRIDGE REPAIR		TOTAL .00 MILES	STATE			68,300	68,300
SJN 64501-2				TOTAL			68,300	68,300
APPN 772								
SALE 04/26/95								
COMP 08/31/95								
PROJ 237-95	TRU VAR	0.00						
PID 14674	PAVEMENT MARKING		TOTAL .00 MILES	STATE			99,850	99,850
SJN 64502-7				TOTAL			99,850	99,850
APPN 718								
SALE 05/24/95								
COMP 09/15/95								
PROJ 260-95	TRU VAR	0.00						
PID 15145	MISCELLANEOUS		TOTAL .00 MILES	STATE			76,727	76,727
SJN 64504-6				TOTAL			76,727	76,727
APPN 774								
SALE 06/07/95								
COMP 07/11/97								
PROJ 286-95	TRU PARK	0.00						
PID 15208	MISCELLANEOUS		TOTAL .00 MILES	STATE			59,500	59,500
SJN 64504-8	CANOE CITY PARK			TOTAL			59,500	59,500
APPN 732								
SALE 06/07/95								
COMP 09/30/95								
PROJ 356-95	TRU SR 5	11.02						
PID 15234	BRIDGE PAINTING		TOTAL .00 MILES	STATE			566,600	566,600
SJN 64506-6	VAR SEC.			TOTAL			566,600	566,600
APPN 772								
SALE 06/21/95								
COMP 10/31/95								
PROJ 560-95	TRU VAR	0.00						
PID 15227	MISCELLANEOUS		TOTAL .00 MILES	STATE			33,380	33,380
SJN 64506-3				TOTAL			33,380	33,380
APPN 779								
SALE 09/27/95								
COMP 03/31/96								

SOURCE: ODOT

TABLE 1 (CONTINUED)

REPORT DATE 01/10/96

COST AND DESCRIPTION FOR EACH PROJECT
FOR PROJECTS SOLD 01/01/95 THRU 12/31/95

PAGE NO. 6

FP-24B

***** AMOUNTS SHOWN ARE FOR REQUESTED COUNTYS PORTION OF THE TOTAL PROJECT COST *****

PROJECT DESCRIPTION				FUNDING	PE	R/W	CONST	TOTAL
PROJ 602-95	TRU EAST	0.00						
PID 15296	TWO-LANE RESURFACING		TOTAL .83 MILES	STP			455,900	455,900
SJN 64601-1	E.MARKET ST.,EDATA FED 80% TRC=\$91180			TOTAL			455,900	455,900
APPN 706	STP-2B99(6)							
SALE 10/25/95								
COMP 07/31/96								

SOURCE: ODOT

TABLE 1(CONTINUED)

REPORT DATE 01/10/96

SUMMARY OF PROJECTS LISTED
FOR PROJECTS SOLD 01/01/95 THRU 12/31/95

PAGE NO. 1

FP-24B

	FEDERAL DOLLARS	NON-FEDERAL DOLLARS	TOTAL
PRELIM. ENGR.		407,300	407,300
RIGHT-OF-WAY		2,900	2,900
CONSTRUCTION	11,549,979	7,432,002	18,981,981
TOTAL	11,549,979	7,842,202	19,392,181

TABLE 1 (CONTINUED)

REPORT DATE 01/10/96

STATEWIDE FUNDING SUMMARY BY TYPE OF FUND
FOR PROJECTS SOLD 01/01/95 THRU 12/31/95

PAGE NO. 1

FP-24C

***** PARTIAL LISTING - ONLY REQUESTED COUNTIES INCLUDED *****

TYPE FUND	PE	R/W	CONST	TOTAL
BRDG REPLACEMENT-ON			2,421,920	2,421,920
INTERSTATE MAINTENANCE			7,189,758	7,189,758
NATIONAL HIGHWAY SYSTEM			1,463,945	1,463,945
SURFACE TRANSPORT PROG			474,356	474,356
*** TOTAL FEDERAL ***			11,549,979	11,549,979
STATE	407,300	2,900	7,238,578	7,648,778
718 FUNDS			188,810	188,810
*** TOTAL STATE ***	407,300	2,900	7,427,388	7,837,588
YOUNGSTOWN CITY			4,614	4,614
*** TOTAL OTHER ***			4,614	4,614
*** GRAND TOTAL ***	407,300	2,900	18,981,981	19,392,181

SOURCE: ODOT

TABLE 1 (CONTINUED)

REPORT DATE 01/10/96

COUNTY FUNDING SUMMARY BY TYPE OF FUND
FOR PROJECTS SOLD 01/01/95 THRU 12/31/95
***** PARTIAL LISTING - ONLY REQUESTED COUNTIES INCLUDED *****

PAGE NO. 1

FP-24D

TYPE FUND	PE	R/W	CONST	TOTAL
MAHONING				
BRDG REPLACEMENT-ON			2,421,920	2,421,920
INTERSTATE MAINTENANCE			7,189,758	7,189,758
NATIONAL HIGHWAY SYSTEM			1,463,945	1,463,945
SURFACE TRANSPORT PROG			18,456	18,456
*** TOTAL FEDERAL ***			11,094,079	11,094,079
STATE	407,300	2,900	3,683,861	4,094,061
718 FUNDS			94,405	94,405
*** TOTAL STATE ***	407,300	2,900	3,778,266	4,188,466
YOUNGSTOWN CITY			4,614	4,614
*** TOTAL OTHER ***			4,614	4,614
**** COUNTY TOTAL - MAHONING	407,300	2,900	14,876,959	15,287,159
TRUMBULL				
SURFACE TRANSPORT PROG			455,900	455,900
*** TOTAL FEDERAL ***			455,900	455,900
STATE			3,554,717	3,554,717
718 FUNDS			94,405	94,405
*** TOTAL STATE ***			3,649,122	3,649,122
**** COUNTY TOTAL - TRUMBULL			4,105,022	4,105,022
*** GRAND TOTAL ***	407,300	2,900	18,981,981	19,392,181

SOURCE: ODOT

TABLE 1 (CONTINUED)

REPORT DATE 01/10/96

STATEWIDE COUNTY FUNDING SUMMARY
FOR PROJECTS SOLD 01/01/95 THRU 12/31/95
***** PARTIAL LISTING - ONLY REQUESTED COUNTIES INCLUDED *****

PAGE NO. 1

FP-24E

COUNTY	FEDERAL	STATE	OTHER	TOTAL
MAHONING	11,094,079	4,188,466	4,614	15,287,159
TRUMBULL	455,900	3,649,122		4,105,022
*** GRAND TOTAL ***	11,549,979	7,837,588	4,614	19,392,181

SOURCE: ODOT

TABLE 2

DELATIPR.WK1

08-Apr-96

STATUS OF PROJECTS PROGRAMMED IN THE FIRST YEAR OF THE FY1996 TO FY1999 TIP**PROJECTS LOCATED IN MAHONING COUNTY**

PROJECT	PHASE	STATUS
BIKEWAY CONRAIL CORRIDOR SOUTH OF WESTERN RESERVE RD.	CONSTRUCTION	DELAYED BEYOND FY2000
COITSVILLE ROAD UPGRADE AND COORDINATE SIGNALS FIFTH AVENUE - WOOD TO LINCOLN WIDENING	PRELIMINARY ENGINEERING CONSTRUCTION	AUTHORIZED DELAYED TO FY98
POLAND PEDESTRIAN SIGNALS AT INTERSECTIONS OF US224 AND SR170	CONSTRUCTION	DELAYED TO FY97
SR14 BRIDGE REPLACEMENT OVER GARFIELD DITCH	CONSTRUCTION	DELAYED TO FY98
CH18 PORTAGE CO. LINE TO MEANDER RESERVOIR - RECONSTRUCTION	CONSTRUCTION	ON SCHEDULE
CH18 OVER MILL CREEK PARK BRIDGE REPLACEMENT	CONSTRUCTION	SOLD *
US62 AT RACoon ROAD FLASHER	CONSTRUCTION	DELAYED TO FY97
US62/SR7 WILLIAMSON-SOUTH AVE RESURFACING	CONSTRUCTION	SOLD *
IR76 BAILEY ROAD OVER IR76 REHAB TWO BRIDGES	CONSTRUCTION	SOLD *
US224 FROM FAIRGROUND-TIFFANY DRIVE SIGNALIZATION UPGRADE (CMAQ)	CONSTRUCTION	DELAYED TO FY97
SR289 WILSON AVE. FROM NORTH CORP. LIMIT TO SOUTH CORP. LIMIT - SAFETY UPGRADE	PRELIMINARY ENGINEERING	AUTHORIZED
SR289 WILSON AVE. FROM WOOD ST 1.29 MILES EAST OF VILLAGE WEST CORP LIMIT-REPLACE BRIDGE	CONSTRUCTION	DELAYED TO FY97
SR534 OVER IR76 REHAB BRIDGE	CONSTRUCTION	SOLD *
IR680 FROM I80-STEEL ST 4 LANE RESURFACING	CONSTRUCTION	DELAYED TO FY98
IR680 FROM STEEL ST TO SOUTH AVE 4 LANE RESURFACING	CONSTRUCTION	SOLD *

(CMAQ) CONGESTION MITIGATION AND AIR QUALITY

* Projects implemented during FY1996

TABLE 2 (CONTINUED)

STATUS OF PROJECTS PROGRAMMED IN THE FIRST YEAR OF THE FY1996 TO FY1999 TIP**PROJECTS LOCATED IN TRUMBULL COUNTY**

PROJECT	PHASE	STATUS
EAST MARKET ST HEATON NORTH ROAD TO WARREN OUTERBELT (SR82) - SAFETY UPGRADE	CONSTRUCTION	SOLD *
EAST MARKET ST FROM MAIN ST TO HEATON NORTH ROAD	CONSTRUCTION	SOLD *
LIBERTY STREET STEWART TO EAST CORPORATION LIMIT ROAD RECONSTRUCTION	CONSTRUCTION	SOLD *
SUMMIT STREET BRIDGE	CONSTRUCTION	SOLD *
WALNUT RUN PARK	RIGHT OF WAY	AUTHORIZED
CH28 TIBBETTS CORNERS WICK RD.	PRELIMINARY ENGINEERING	DELAYED TO FY98
SR46 AT SALT SPRINGS INTERSECTION IMPROVEMENTS	CONSTRUCTION	DELAYED TO FY97
SR46 SOUTH OF US422 WIDEN TO 0.25 MI N OF SR82 - WIDEN TO FOUR LANES	CONSTRUCTION	SOLD *
IR80 EAST OF US62 REST AREA/WEIGH STATION	CONSTRUCTION	DELAYED BEYOND FY2000
SR88 FROM 1.77 MI E OF SR 534 - REPLACE BRIDGE OVER MUD RUN	CONSTRUCTION	SOLD *
CH329 WARREN SHARON RD. REPLACE TWO BRIDGES	PRELIMINARY ENGINEERING	DELAYED TO FY98
CH330A 2000 FEET S OF SR305 REPLACE BRIDGE OVER MOSQUITO CREEK	CONSTRUCTION	DELAYED TO FY97
US422 SR45 TO SR169; LAIRD AVE TO RIDGE ROAD RECONSTRUCTION	CONSTRUCTION	DELAYED TO FY97
US422 WARREN 0.30 MI E OF SR 45, REHAB BRIDGE OVER MAHONING RIVER	CONSTRUCTION	DELAYED TO FY97
US422 FROM LOGAN TO HEATON NORTH RD. UPGRADE SIGNALS AND PAVEMENT MARKINGS (CMAQ)	CONSTRUCTION	SOLD *

(CMAQ) CONGESTION MITIGATION AND AIR QUALITY

* Projects implemented during FY1996

STATUS OF THE FEDERAL AID SURFACE TRANSPORTATION PROGRAM

Each fiscal year, EDATA receives an allocation of STP funds from the State in an amount determined by funding formula. EDATA must program Federal Aid Highway funds for those highways located within the Transportation Management Area (TMA) and designated as part of the Surface Transportation Program (STP) system. Programming of funding for highway projects located in Mahoning and Trumbull Counties is the direct responsibility of the General Policy Board of EDATA.

Project amounts programmed cannot exceed available funding for the four year period covered by the TIP as stipulated by ISTEA, and, must be financially constrained. Funding levels considered available for program development purposes still combines current Federal Fiscal Year STP allocations with previous fund balances and other categorical funding programs. For the first year of the FY1997-2000 TIP, the funding will be limited to an obligation ceiling equal to 100% of EDATA's FFY97 STP/Donor State Bonus (DSB)/Restoration Funds (RF)/and Congestion Mitigation/Air Quality (CMAQ) allocation plus any available Minimum Allocations and Demonstration funds. The FFY92-95 non-attributable STP/DSB allocations for EDATA must be adjusted downward by approximately \$89,000 (per year) to reflect the 1990 census population reductions from that of the 1980 census. This funding reduction will be subtracted from the FFY STP/DSB/RF allocations over a four year period starting in FFY97. For the second through fourth year of the TIP, obligation will also be limited to 100% of EDATA's allocation. For the FY1997 to FY2000 TIP the following funds are available for programming for FY1997:

*FFY1997 STP/DBS/RF:	\$ 3,464,000
Minimum Allocation (MA):	4,518,000
*FFY97 Congestion Mitigation/Air Quality:	<u>1,882,000</u>

Total Projected Funding Capacity: \$ 9,864,000

* Total shown is 100.0% of apportionment subject to ceiling. For MA it is the total available, including FFY97 allocation.

Anticipated allocations for FFY1997 through FFY2000 program years for STP, Donor State Bonus, and Minimum Allocation funds total \$3,611 annually. Since CMAQ obligation authority is being granted to the MPO's for FY1997 through FY2000, for TIP fiscal constraint purposes, EDATA can program up to \$5,493,000 per year during this period. Table 3 lists the FY97 to FY2000 TIP Fund Distribution totals by Fiscal Year for all TIP projects. Table 4 lists all projects sorted by funding type. Figure 1 compares funding levels between the FY96 TIP vs FY97 TIP based on the sorted funding types in Table 4. Table 5 shows the Fiscal Constraint Analysis for the TIP. As of January 1996, over \$35 million in STP, Donor State Bonus, and Minimum Allocation funds has been obligated to projects in Mahoning and Trumbull Counties.

TABLE 3

FY97 TO FY2000 TIP FUND DISTRIBUTION (\$000)
TOTALS BY FISCAL YEAR AND MATCH (LOCAL & STATE)

TIPTYPE.WK1

21-May-96

PID#	CNTY	ROUTE	SECT mi	SECT km	TYPE	FY97	FY98	FY99	FY2000	TOTAL FEDERAL	TOTAL MATCH
	MAH	PROJECT EXPEDITER	0.00	0.000	STPM	\$63	\$0	\$0	\$0	\$63	\$0
12525	MAH	BIKE			STPM	\$120	\$0	\$0	\$0	\$120	\$30
14451	MAH	COITSVILLE			STPM	\$400	\$0	\$0	\$0	\$400	\$100
12048	MAH	ELM			STPM	\$0	\$213	\$0	\$0	\$213	\$53
4248	MAH	FIFTH			STPM	\$36	\$232	\$0	\$0	\$268	\$64
6238	MAH	MARSHALL			BR	\$0	\$960	\$0	\$0	\$960	\$240
16351	MAH	EAST GLACIER DRIVE	0.00	0.000	STPS	\$202	\$0	\$0	\$0	\$202	\$74
16383	MAH	RIVERSIDE DRIVE	0.00	0.000	STPS	\$297	\$0	\$0	\$0	\$297	\$74
14860	MAH	SPRING COMMON	0.00	0.000	STPS	\$79	\$0	\$0	\$0	\$79	\$20
8567	MAH	SR11	0.00	0.000	NH	\$0	\$2,400	\$0	\$0	\$2,400	\$600
10530	MAH	SR14	4.53	7.290	BR	\$372	\$0	\$0	\$0	\$372	\$93
4260	MAH	CH18	0.00	0.000	STPC	\$912	\$0	\$0	\$0	\$912	\$352
14974	MAH	SR46	14.52	23.367	STPS	\$0	\$270	\$0	\$0	\$270	\$80
10976	MAH	SR46	14.67	23.608	STPM	\$0	\$3,200	\$0	\$0	\$3,200	\$0
10976	MAH	SR46	14.67	23.608	STPS	\$0	\$5,040	\$0	\$0	\$5,040	\$2,060
6100	MAH	US62	11.20	18.024	STPS	\$140	\$0	\$0	\$0	\$140	\$15
12248	MAH	US62	18.35	29.531	STPM	\$0	\$0	\$400	\$696	\$1,096	\$274
4165	MAH	US62/SR193	18.86	30.351	STPM	\$974	\$0	\$0	\$0	\$974	\$0
9810	MAH	IR76/80	7.01	11.281	IM	\$0	\$0	\$0	\$9,315	\$9,315	\$1,035
8738	MAH	IR80	0.27	0.435	IM	\$0	\$990	\$0	\$0	\$990	\$110
11094	MAH	IR80	5.05	8.127	IM	\$0	\$0	\$0	\$1,125	\$1,125	\$375
11094	MAH	IR80	5.05	8.127	NH	\$0	\$0	\$0	\$1,000	\$1,000	\$0
16018	MAH	CH151	0.00	0.000	STPM	\$0	\$0	\$2,050	\$0	\$2,050	\$513
10958	MAH	SR165	10.21	16.431	STPS	\$279	\$0	\$0	\$0	\$279	\$31
4243	MAH	SR170	9.75	15.691	BR	\$532	\$0	\$0	\$0	\$532	\$133
4225	MAH	CH187	1.00	1.609	BR	\$1,360	\$0	\$0	\$0	\$1,360	\$340
	MAH	US224/SR170			CMAQMPO	\$0	\$375	\$0	\$0	\$375	\$0
	MAH	US224 (CANFLD)			CMAQMPO	\$275	\$0	\$0	\$0	\$275	\$0
9304	MAH	US224	13.66	21.983	CMAQMPO	\$1,500	\$0	\$0	\$0	\$1,500	\$0
14340	MAH	US224	20.70	33.313	STPM	\$0	\$184	\$0	\$0	\$184	\$46
13798	MAH	SR289		0.000	STPM	\$0	\$0	\$0	\$1,120	\$1,120	\$280
8643	MAH	SR289	7.33	11.796	BR	\$0	\$428	\$0	\$0	\$428	\$107

ABBREVIATIONS: Refer to TABLE 7

TABLE 3 (CONTINUED)

PID#	CNTY	ROUTE	SECT mi	SECT km	TYPE	FY97	FY98	FY99	FY2000	TOTAL FEDERAL	TOTAL MATCH
4229	MAH	CH313	0.43	0.692	DP	\$0	\$0	\$13,200	\$0	\$13,200	\$0
4229	MAH	CH313	0.43	0.692	HDP	\$0	\$1,000	\$2,950	\$0	\$3,950	\$0
4229	MAH	CH313	0.43	0.692	BR	\$0	\$0	\$3,350	\$0	\$3,350	\$0
4130	MAH	SR616	3.09	4.973	DPR	\$0	\$0	\$0	\$1,200	\$1,200	\$0
4130	MAH	SR616	3.09	4.973	BR	\$0	\$0	\$0	\$1,928	\$1,928	\$802
12681	MAH	IR680	0.00	0.000	IM	\$450	\$4,950	\$0	\$0	\$5,400	\$550
7386	MAH	SR711	0.00		STPS	\$0	\$3,000	\$0	\$4,000	\$7,000	\$0
15568	TRU	FREEDOM SEC COR			STPM	\$200	\$0	\$0	\$0	\$200	\$0
15568	TRU	FREEDOM SEC COR			STPS	\$840	\$0	\$0	\$0	\$840	\$190
11910	TRU	BELMONT	0.00	0.000	BR	\$0	\$180	\$0	\$0	\$180	\$345
11910	TRU	BELMONT	0.00	0.000	DPR	\$0	\$1,200	\$0	\$0	\$1,200	\$0
	TRU	ELM ROAD	0.00	0.000	STPM	\$150	\$0	\$0	\$0	\$150	\$0
12624	TRU	HIGH ST			STPM	\$0	\$400	\$0	\$0	\$400	\$100
	TRU	LIBERTY			CMAQMPO	\$160	\$0	\$0	\$0	\$160	\$0
12413	TRU	LIBERTY			STPM	\$568	\$0	\$0	\$0	\$568	\$0
12413	TRU	LBTY SOFT MTCH			STPM	\$40	\$0	\$0	\$0	\$40	\$102
12158	TRU	MAIN ST			STPM	\$536	\$0	\$0	\$0	\$536	\$134
12623	TRU	PARK AVE			STPM	\$0	\$584	\$0	\$0	\$584	\$146
4159	TRU	SUMMIT/SR45	7.96	12.810	NH	\$2,110	\$0	\$0	\$0	\$2,110	\$0
4159	TRU	SUMMIT/SR45	7.96	12.810	STPM	\$877	\$0	\$0	\$0	\$877	\$746
14972	TRU	WALNUT RUN PK	0.00	0.000	STPM	\$80	\$0	\$0	\$0	\$80	\$30
14972	TRU	WALNUT RUN PK	0.00	0.000	STPS	\$40	\$0	\$0	\$0	\$40	\$0
	TRU	WAR/RAVENNA RD	0.00	0.000	STPM	\$0	\$0	\$0	\$158	\$158	\$39
14881	TRU	W LBTY STREETSCAPE	0.00	0.000	STPM	\$0	\$0	\$0	\$52	\$52	\$13
11931	TRU	SR5	3.39	5.456	STPS	\$0	\$0	\$720	\$0	\$720	\$180
11613	TRU	SR5	10.44	16.801	NH	\$0	\$0	\$2,000	\$0	\$2,000	\$500
11925	TRU	SR5	16.07	25.861	BR	\$312	\$0	\$0	\$0	\$312	\$78
12188	TRU	SR5	18.04	29.032	NH	\$1,400	\$0	\$0	\$0	\$1,400	\$360
11296	TRU	SR5	31.02	49.920	BR	\$432	\$0	\$0	\$0	\$432	\$108
14311	TRU	SR7/US62			STPM	\$200	\$0	\$0	\$0	\$200	\$0
6266	TRU	SR11	3.40	5.472	NH	\$0	\$8,000	\$0	\$0	\$8,000	\$2,000
14192	TRU	CH28			STPM	\$0	\$80	\$0	\$720	\$800	\$200
	TRU	SR45/SALT SPRINGS			CMAQMPO	\$0	\$0	\$0	\$125	\$125	\$0
12622	TRU	SR45/MAHON	8.26	13.293	STPM	\$0	\$0	\$1,020	\$0	\$1,020	\$255
6109	TRU	SR45	9.22	14.838	STPS	\$639	\$0	\$0	\$0	\$639	\$71
	TRU	SR46	0.00	0.000	STPM	\$0	\$0	\$40	\$0	\$40	\$10
9717	TRU	SR46	1.69	2.720	STPS	\$157	\$0	\$0	\$0	\$157	\$37

ABBREVIATIONS: Refer to TABLE 7

TABLE 3 (CONTINUED)

PID#	CNTY	ROUTE	SECT mi	SECT km	TYPE	FY97	FY98	FY99	FY2000	TOTAL FEDERAL	TOTAL MATCH
13398	TRU	SR46/SR169	3.18	5.118	STPM	\$1,140	\$0	\$0	\$0	\$1,140	\$286
9137	TRU	IR80	1.55	2.494	IM	\$6,429	\$0	\$0	\$0	\$6,429	\$701
10060	TRU	IR80	7.99	12.858	IM	\$0	\$0	\$0	\$585	\$585	\$65
11096	TRU	IR80	9.58	15.417	IM	\$0	\$7,425	\$0	\$0	\$7,425	\$825
11044	TRU	SR82	25.24	40.619	NH	\$0	\$0	\$824	\$0	\$824	\$0
11044	TRU	SR82	25.24	40.619	BR	\$0	\$0	\$3,297	\$0	\$3,297	\$1,030
11317	TRU	SR88	23.38	37.625	STPS	\$0	\$0	\$696	\$0	\$696	\$174
8192	TRU	CH142			BR	\$496	\$0	\$0	\$0	\$496	\$0
14148	TRU	CH329			STPM	\$0	\$80	\$0	\$840	\$920	\$230
11860	TRU	CH330A			BR	\$288	\$0	\$0	\$0	\$288	\$72
7786	TRU	US422	11.56	18.604	STPM	\$352	\$0	\$0	\$0	\$352	\$88
11854	TRU	US422	11.86	19.086	BR	\$924	\$0	\$0	\$0	\$924	\$231
14151	TRU	US422/NVIENNA	17.81	28.662	STPM	\$0	\$0	\$1,308	\$0	\$1,308	\$327
9507	TRU	US422	19.29	31.043	STPM	\$0	\$160	\$0	\$1,440	\$1,600	\$400
11605	TRU	SR534	22.46	36.145	BR	\$200	\$0	\$0	\$0	\$200	\$50
TOTALS						\$26,561	\$41,351	\$31,855	\$24,304	\$124,071	\$18,574

ABBREVIATIONS: Refer to TABLE 7

TABLE 4

**FY97 TO FY2000 TIP FUND DISTRIBUTION (\$000)
TOTALS BY FUNDING TYPE AND MATCH (LOCAL & STATE)**

TIPTYPE2.WK1
13-May-96

PID#	CNTY	ROUTE	SECT mi	SECT km	TYPE	FY97	FY98	FY99	FY2000	TOTAL FEDERAL	TOTAL MATCH
6238	MAH	MARSHALL			BR	\$0	\$960	\$0	\$0	\$960	\$240
10530	MAH	SR14	4.53	7.290	BR	\$372	\$0	\$0	\$0	\$372	\$93
4243	MAH	SR170	9.75	15.691	BR	\$532	\$0	\$0	\$0	\$532	\$133
4225	MAH	CH187	1.00	1.609	BR	\$1,360	\$0	\$0	\$0	\$1,360	\$340
8643	MAH	SR289	7.33	11.796	BR	\$0	\$428	\$0	\$0	\$428	\$107
4229	MAH	SR313	0.43	0.692	BR	\$0	\$0	\$3,350	\$0	\$3,350	\$0
4130	MAH	SR616	3.09	4.973	BR	\$0	\$0	\$0	\$1,928	\$1,928	\$802
11910	TRU	BELMONT	0.00	0.000	BR	\$0	\$180	\$0	\$0	\$180	\$345
11925	TRU	SR5	16.07	25.861	BR	\$312	\$0	\$0	\$0	\$312	\$78
11296	TRU	SR5	31.02	49.920	BR	\$432	\$0	\$0	\$0	\$432	\$108
11044	TRU	SR82	25.24	40.619	BR	\$0	\$0	\$3,297	\$0	\$3,297	\$1,030
8192	TRU	CH142			BR	\$496	\$0	\$0	\$0	\$496	\$0
11860	TRU	CH330A			BR	\$288	\$0	\$0	\$0	\$288	\$72
11854	TRU	US422	11.86	19.086	BR	\$924	\$0	\$0	\$0	\$924	\$231
11605	TRU	SR534	22.46	36.145	BR	\$200	\$0	\$0	\$0	\$200	\$50
TOTAL BR						\$4,916	\$1,568	\$6,647	\$1,928	\$15,059	\$3,629
4229	MAH	CH313	0.43	0.692	DP	\$0	\$0	\$13,200	\$0	\$13,200	\$0
4229	MAH	CH313	0.43	0.692	HDP	\$0	\$1,000	\$2,950	\$0	\$3,950	\$0
4130	MAH	SR616	3.09	4.973	DPR	\$0	\$0	\$0	\$1,200	\$1,200	\$0
11910	TRU	BELMONT ST	0.00	0.000	DPR	\$0	\$1,200	\$0	\$0	\$1,200	\$0
TOTAL DP						\$0	\$2,200	\$16,150	\$1,200	\$19,550	\$0

ABBREVIATIONS: Refer to TABLE 7

TABLE 4(CONTINUED)

PID#	CNTY	ROUTE	SECT mi	SECT km	TYPE	FY97	FY98	FY99	FY2000	TOTAL FEDERAL	TOTAL MATCH
9810	MAH	IR76/80	7.01	11.281	IM	\$0	\$0	\$0	\$9,315	\$9,315	\$1,035
8738	MAH	IR80	0.27	0.435	IM	\$0	\$990	\$0	\$0	\$990	\$110
11094	MAH	IR80	5.05	8.127	IM	\$0	\$0	\$0	\$1,125	\$1,125	\$375
12681	MAH	IR680	0.00	0.000	IM	\$450	\$4,950	\$0	\$0	\$5,400	\$550
9137	TRU	IR80	1.55	2.494	IM	\$6,429	\$0	\$0	\$0	\$6,429	\$701
10060	TRU	IR80	7.99	12.858	IM	\$0	\$0	\$0	\$585	\$585	\$65
11096	TRU	IR80	9.58	15.417	IM	\$0	\$7,425	\$0	\$0	\$7,425	\$825
TOTAL IM						\$6,879	\$13,365	\$0	\$11,025	\$31,269	\$3,661
8567	MAH	SR11	0.00	0.000	NH	\$0	\$2,400	\$0	\$0	\$2,400	\$600
11094	MAH	IR80	5.05	8.127	NH	\$0	\$0	\$0	\$1,000	\$1,000	\$0
4159	TRU	SUMMIT/SR45	7.96	12.810	NH	\$2,110	\$0	\$0	\$0	\$2,110	\$0
11613	TRU	SR5	10.44	16.801	NH	\$0	\$0	\$2,000	\$0	\$2,000	\$500
12188	TRU	SR5	18.04	29.032	NH	\$1,400	\$0	\$0	\$0	\$1,400	\$360
6266	TRU	SR11	3.40	5.472	NH	\$0	\$8,000	\$0	\$0	\$8,000	\$2,000
11044	TRU	SR82	25.24	40.619	NH	\$0	\$0	\$824	\$0	\$824	\$0
TOTAL NH						\$3,510	\$10,400	\$2,824	\$1,000	\$17,734	\$3,460
4260	MAH	CH18	0.00	0.000	STPC	\$912	\$0	\$0	\$0	\$912	\$352
TOTAL STPC						\$912	\$0	\$0	\$0	\$912	\$352

ABBREVIATIONS: Refer to TABLE 7

TABLE 4(CONTINUED)

PID#	CNTY	ROUTE	SECT mi	SECT km	TYPE	FY97	FY98	FY99	FY2000	TOTAL FEDERAL	TOTAL MATCH
	MAH	PROJECT EXPEDITER	0.00	0.000	STPM	\$63	\$0	\$0	\$0	\$63	\$0
12525	MAH	BIKE			STPM	\$120	\$0	\$0	\$0	\$120	\$30
14451	MAH	COITSVILLE			STPM	\$400	\$0	\$0	\$0	\$400	\$100
12048	MAH	ELM			STPM	\$0	\$213	\$0	\$0	\$213	\$53
4248	MAH	FIFTH			STPM	\$36	\$232	\$0	\$0	\$268	\$64
12248	MAH	US62	18.35	29.531	STPM	\$0	\$0	\$400	\$696	\$1,096	\$274
4165	MAH	US62/SR193	18.86	30.351	STPM	\$974	\$0	\$0	\$0	\$974	\$0
16018	MAH	CH151	0.00	0.000	STPM	\$0	\$0	\$2,050	\$0	\$2,050	\$513
	MAH	US224/SR170			CMAQMPO	\$0	\$375	\$0	\$0	\$375	\$0
	MAH	US224 (CANFLD)			CMAQMPO	\$275	\$0	\$0	\$0	\$275	\$0
9304	MAH	US224	13.66	21.983	CMAQMPO	\$1,500	\$0	\$0	\$0	\$1,500	\$0
14340	MAH	US224	20.70	33.313	STPM	\$0	\$184	\$0	\$0	\$184	\$46
13798	MAH	SR289			STPM	\$0	\$0	\$0	\$1,120	\$1,120	\$280
10976	MAH	SR46	14.67	23.608	STPM	\$0	\$3,200	\$0	\$0	\$3,200	\$0
15568	TRU	FREEDOM SEC COR			STPM	\$200	\$0	\$0	\$0	\$200	\$0
	TRU	ELM ROAD	0.00	0.000	STPM	\$150	\$0	\$0	\$0	\$150	\$0
12624	TRU	HIGH ST			STPM	\$0	\$400	\$0	\$0	\$400	\$100
		LIBERTY			CMAQMPO	\$160	\$0	\$0	\$0	\$160	\$0
12413	TRU	LIBERTY			STPM	\$568	\$0	\$0	\$0	\$568	\$0
12413	TRU	LBTY SOFT MTCH			STPM	\$40	\$0	\$0	\$0	\$40	\$102
12158	TRU	MAIN ST			STPM	\$536	\$0	\$0	\$0	\$536	\$134
12623	TRU	PARK AVE			STPM	\$0	\$584	\$0	\$0	\$584	\$146
4159	TRU	SUMMIT/SR45	7.96	12.810	STPM	\$877	\$0	\$0	\$0	\$877	\$746
14972	TRU	WALNUT RUN PK	0.00	0.000	STPM	\$80	\$0	\$0	\$0	\$80	\$30
	TRU	WARREN/RAVIENNA			STPM	\$0	\$0	\$0	\$158	\$158	\$39
14881	TRU	W LBTY STREETSCAPE	0.00	0.000	STPM	\$0	\$0	\$0	\$52	\$52	\$13
14311	TRU	SR7/US62			STPM	\$200	\$0	\$0	\$0	\$200	\$0
14192	TRU	CH28			STPM	\$0	\$80	\$0	\$720	\$800	\$200
	TRU	SR45/SALT SPRINGS			CMAQMPO	\$0	\$0	\$0	\$125	\$125	\$0
12622	TRU	SR45/MAHON	8.26	13.293	STPM	\$0	\$0	\$1,020	\$0	\$1,020	\$255
	TRU	SR46	0.00	0.000	STPM	\$0	\$0	\$40	\$0	\$40	\$10
13398	TRU	SR46/SR169	3.18	5.118	STPM	\$1,140	\$0	\$0	\$0	\$1,140	\$286
14148	TRU	CH329			STPM	\$0	\$80	\$0	\$840	\$920	\$230
7786	TRU	US422	11.56	18.604	STPM	\$352	\$0	\$0	\$0	\$352	\$88
14151	TRU	US422/NVIENNA	17.81	28.662	STPM	\$0	\$0	\$1,308	\$0	\$1,308	\$327
9507	TRU	US422	19.29	31.043	STPM	\$0	\$160	\$0	\$1,440	\$1,600	\$400
TOTAL STPM						\$7,671	\$5,508	\$4,818	\$5,151	\$23,148	\$4,466

ABBREVIATIONS: Refer to TABLE 7

TABLE 4(CONTINUED)

PID#	CNTY	ROUTE	SECT mi	SECT km	TYPE	FY97	FY98	FY99	FY2000	TOTAL FEDERAL	TOTAL MATCH
16351	MAH	EAST GLACIER DRIVE	0.00	0.000	STPS	\$202	\$0	\$0	\$0	\$202	\$74
16383	MAH	RIVERSIDE DRIVE	0.00	0.000	STPS	\$297	\$0	\$0	\$0	\$297	\$74
14860	MAH	SPRING COMMON	0.00	0.000	STPS	\$79	\$0	\$0	\$0	\$79	\$20
14974	MAH	SR46	14.52	23.367	STPS	\$0	\$270	\$0	\$0	\$270	\$80
10976	MAH	SR46	14.67	23.608	STPS	\$0	\$5,040	\$0	\$0	\$5,040	\$2,060
6100	MAH	US62	11.2	18.024	STPS	\$140	\$0	\$0	\$0	\$140	\$15
10958	MAH	SR165	10.21	16.431	STPS	\$279	\$0	\$0	\$0	\$279	\$31
7386	MAH	SR711	0.00		STPS	\$0	\$3,000	\$0	\$4,000	\$7,000	\$0
	TRU	FREEDOM SEC COR			STPS	\$840	\$0	\$0	\$0	\$840	\$190
14972	TRU	WALNUT RUN PK	0.00	0.000	STPS	\$40	\$0	\$0	\$0	\$40	\$0
11931	TRU	SR5	3.39	5.456	STPS	\$0	\$0	\$720	\$0	\$720	\$180
6109	TRU	SR45	9.22	14.838	STPS	\$639	\$0	\$0	\$0	\$639	\$71
9717	TRU	SR46	1.69	2.720	STPS	\$157	\$0	\$0	\$0	\$157	\$37
11317	TRU	SR88	23.38	37.625	STPS	\$0	\$0	\$696	\$0	\$696	\$174
TOTAL STPS						\$2,673	\$8,310	\$1,416	\$4,000	\$16,399	\$3,006
TOTALS						\$26,561	\$41,351	\$31,855	\$24,304	\$124,071	\$18,574

ABBREVIATIONS: Refer to TABLE 7

FIGURE 1

FUND TYPE	FY1996	FY1997
BR	\$15,841,000	\$15,059,000
DP	\$3,984,000	\$19,550,000
IM	\$40,468,000	\$31,269,000
NH	\$18,869,000	\$17,734,000
STPC	\$924,000	\$912,000
*STPM	\$27,755,000	\$23,148,000
STPS	\$7,357,000	\$16,399,000

* INCLUDES CMAQMPO

FUNDING LEVEL COMPARISON FY1996 VS. FY1997 TIP

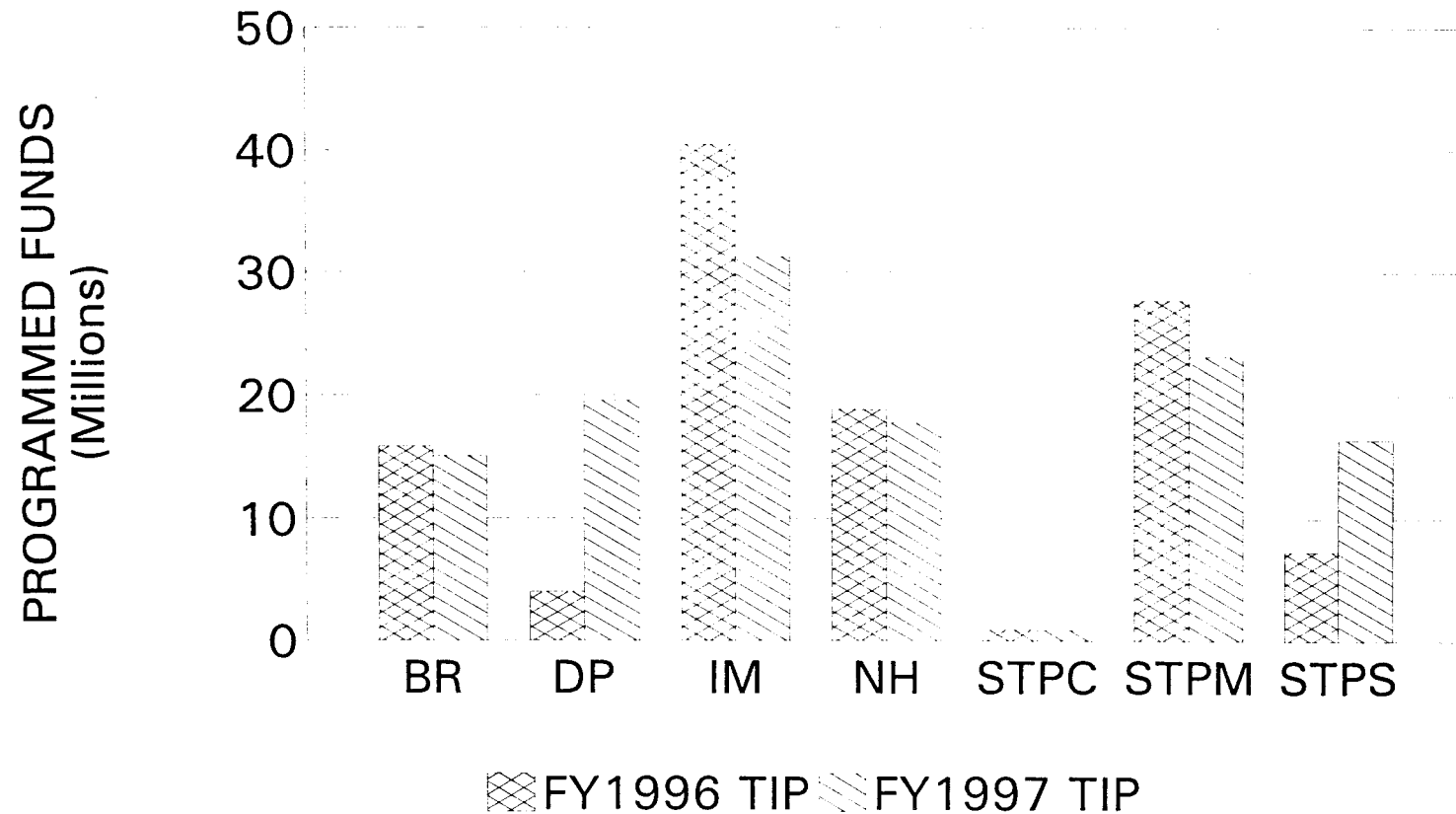


TABLE 5

FY97 TO FY2000 FISCAL CONSTRAINT ANALYSIS
EDATA MPO PROGRAMMED FUNDING: STP - DSB - RF - CMAQ - MA
 (000's)

STP/DBD/RF	CMAQ	OBLIGATION LIMIT	MA	TOTAL	
\$11,428	\$8,267		\$4,371	\$24,066	PROJECTED CARRYOVER 1/30/96
\$3,464	\$1,882		\$147	\$5,493	FFY 97 ALLOCATION -2/27/96
<u>\$14,892</u>	<u>\$10,149</u>		<u>\$4,518</u>	<u>\$29,559</u>	FEDERAL FUNDS AVAILABLE SFY 97
		\$5,346	\$4,518	\$9,864	SFY 97 PROGRAM FUNDING LIMIT
\$2,360	\$2,986 a.	\$5,346	\$2,325	\$7,671	EDATA FEDERAL FUNDS PROGRAMMED SFY97
\$12,532	\$7,163		\$2,193	\$21,888	CARRYOVER TO SFY98
\$3,464	\$1,882		\$147	\$5,493	FFY 98 ALLOCATION 2/27/97
<u>\$15,996</u>	<u>\$9,045</u>		<u>\$2,340</u>	<u>\$27,381</u>	FEDERAL FUNDS AVAILABLE SFY98
		\$5,346	\$2,340	\$7,686	SFY 98 PROGRAM FUNDING LIMIT
\$4,971	\$375 b.	\$5,346	\$162	\$5,508	EDATA FEDERAL FUNDS PROGRAMMED SFY98
\$11,025	\$8,670		\$2,178	\$21,873	CARRYOVER TO SFY99
\$3,464	\$1,882		\$147	\$5,493	FFY 99 ALLOCATION 2/27/98
<u>\$14,489</u>	<u>\$10,552</u>		<u>\$2,325</u>	<u>\$27,366</u>	FEDERAL FUNDS AVAILABLE SFY99
		\$5,346	\$2,325	\$7,671	SFY 99 PROGRAM FUNDING LIMIT
\$4,818	\$0	\$4,818	\$0	\$4,818	EDATA FEDERAL FUNDS PROGRAMMED SFY99
\$9,671	\$10,552		\$2,325	\$22,548	CARRYOVER TO SFY2000
\$3,464	\$1,882		\$147	\$5,493	FFY 2000 ALLOCATION 2/27/99
<u>\$13,135</u>	<u>\$12,434</u>		<u>\$2,472</u>	<u>\$28,041</u>	FEDERAL FUNDS AVAILABLE SFY2000
		\$5,346	\$2,472	\$7,818	SFY 2000 PROGRAM FUNDING LIMIT
\$5,026	\$125 c.	\$5,151	\$0	\$5,151	EDATA FEDERAL FUNDS PROGRAMMED SFY2000
<u>\$8,109</u>	<u>\$12,309</u>		<u>\$2,472</u>	<u>\$22,890</u>	BALANCE END OF SFY 2000

Anticipated CMAQ draws:

a. CMAQ draws for FY97: \$25 + \$275 + \$1500 + \$160 + \$1026

b.CMAQ draws for FY98: \$375

c.CMAQ draws for FY00: \$125

**OTHER POSSIBLE FUNDING MEASURES TO
PRESERVE THE EXISTING TRANSPORTATION SYSTEM:
OHIO PUBLIC WORKS INFRASTRUCTURE IMPROVEMENT PROGRAM (ISSUE 2)
AND LOCAL TRANSPORTATION IMPROVEMENT PROGRAM (LTIP)**

The District 6 Public Works Integrating Committee (D6PWIC) is charged to recommend to the Ohio Public Works Commission (OPWC) infrastructure projects that contribute to the district's infrastructure system but would not be undertaken without financial assistance from either the State Issue 2 Program or the Local Transportation Improvement Program. The Eastgate Development and Transportation Agency (EDATA) was designated by the District 6 Public Works Integrating Committee to administer the programs in Mahoning and Trumbull Counties.

Available financial assistance includes the funds that will be available to District 6 subdivisions from State Issue 2 (SI2) and the LTIP in Program Year 1996:

\$4,696,000	ISSUE 2 DISTRICT ALLOCATION
<u>\$2,437,000</u>	LTIP ALLOCATION
\$7,133,000	TOTAL ALLOCATION

In addition to the above mentioned funding sources, an additional \$12,000,000 is made available statewide for communities with under 5,000 in population. The award of these funds is made by the Ohio Public Works Commission, Small Governments Capital Improvements Commission through a statewide competition. These funds are not allocated on a district basis.

Grants of up to 90% of eligible cost are available to local political subdivisions for infrastructure repair/replacement projects and up to 50% for new/expansion projects listed as eligible for funding under Issue 2. The eligible project types are:

1. Roads
2. Bridges
3. Culverts
4. Waste Water Treatment Systems
5. Water Supply Systems
6. Solid Waste Disposal Facilities
7. Storm Water and Sanitary Collection, Storage, and Treatment Systems and Facilities

In 1989 the Ohio Legislature passed a 5.2¢ increase to the Ohio State gasoline tax, of which 1¢ was to be used for improving the road and bridge infrastructure under the Local Transportation Improvement Program (LTIP). LTIP program funds are a portion of state gasoline tax revenues that are distributed to the nineteen Public Works Integrating Committees. For Program

Year 1996 preliminary figures total \$2,437,000, for District 6. In addition to the \$2,437,000 additional monies may become available from funds awarded but not used in previous rounds.

Local Transportation Improvement Program funds are awarded in the form of grants for up to 100% of eligible project cost. These funds are available to local political subdivisions for infrastructure projects listed as eligible for funding as follow:

1. Roads
2. Bridges

CONSTRUCTION PROJECTS SHOWN IN FY97

Programmed FY1997 Construction Projects for various locations in Mahoning and Trumbull Counties are listed in Table 6 with accompanying location maps for each county (Figure 2 and Figure 3).

TRANSPORTATION IMPROVEMENT PROGRAM FISCAL YEARS 1997-2000

Program Descriptions and Abbreviations are shown in Table 7. Table 8 displays the multi-year program lists for Mahoning and Trumbull counties.

NON-FEDERALLY FUNDED PROJECTS

EDATA supports inventory documentation for the Capital Improvement Report (CIR) for each community in the Ohio Public Works District 6 that participates in either State Issue 2 or the Local Transportation Improvement Program (LTIP). The inventory includes a detailed list of individual components; highways, bridges, culverts, water supply, water distribution, waste systems, waste collection and stormwater sewer management, and the condition and needed repairs of those components. For informational purposes, Table 9 identifies ODOT's FY97 and FY98 Two Lane Program for Mahoning and Trumbull Counties, the Ohio Turnpike Commission's third lane addition, and CH151 South Avenue, an example of an LTIP project analyzed for air quality analysis; all non-federally funded projects.

TABLE 6
MAP INDEX
FY1997 CONSTRUCTION PROJECTS

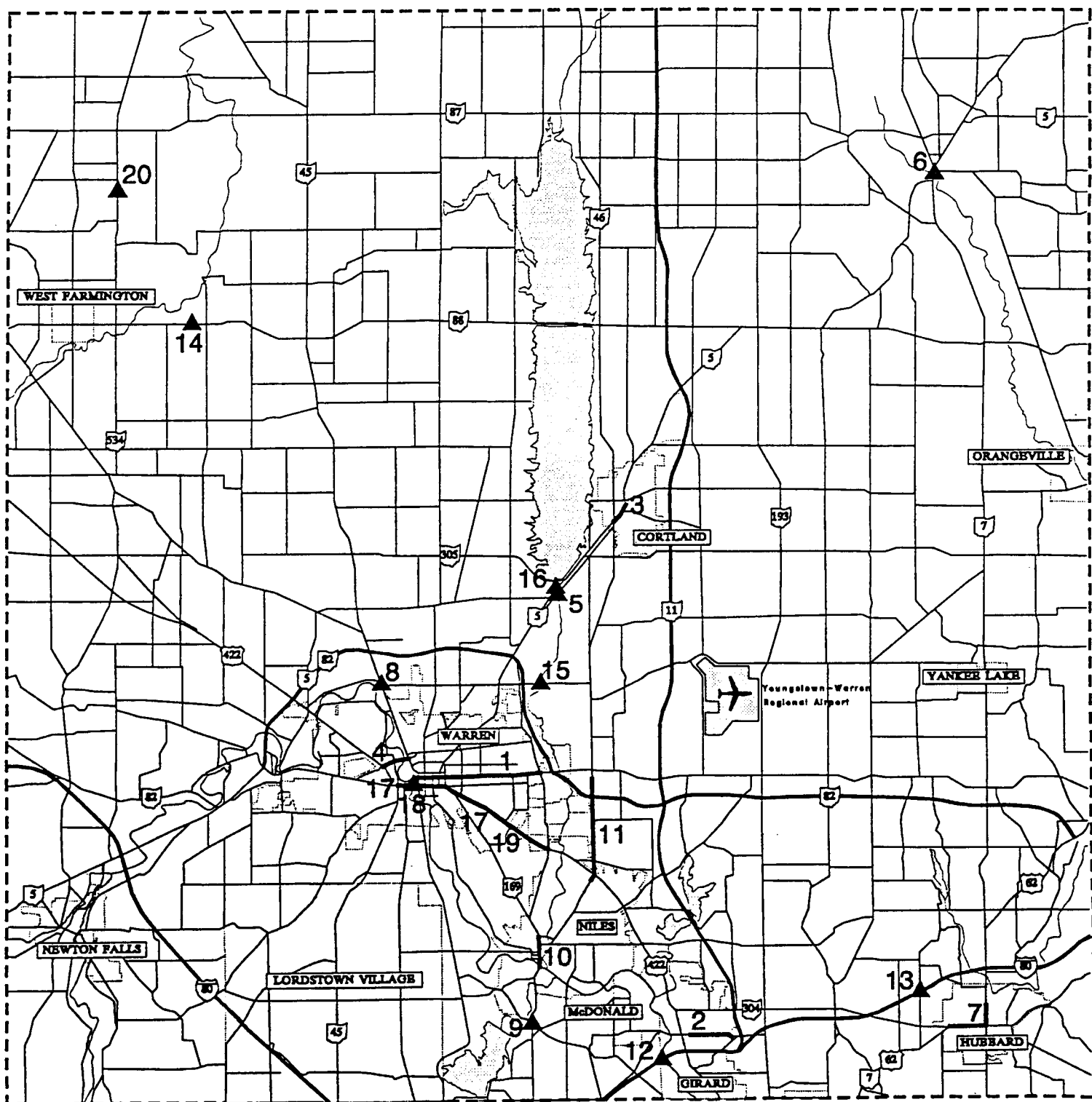
TRUMBULL COUNTY					
MAP NO.	PID #	ROUTE	LOCATION OF PROJECT		DESCRIPTION
1	TRU 11397	EAST MARKET ST.	WARREN	MAIN AVE. TO HEATON NORTH ROAD	RESURF.
2	TRU 12413	LIBERTY ST	GIRARD	STEWART TO EAST CORP. LN.	RECONSTRUCTION
3	TRU 12158	MAIN ST.	CORTLAND	SR5 TO SR46	RECON./RESURF.
4	TRU 4159	SUMMIT ST./SR45	WARREN	US422 TO MAHONING AVENUE	WIDEN/REPLACE STRUCT.
5	TRU 11931	SR5	BAZETTA TWP	OVER MOSQUITO CREEK	REHAB BRIDGE/INCLUD DECK
6	TRU 11296	SR5	KINSMAN TWP	OVER PYMATUNING CREEK	REHAB BRIDGE/INCLUD DECK
7	TRU 14311	SR7/US62/SR304	CITY OF HUBBARD	WEST LIBERTY ST FROM W CORP LIMIT-SR61	SIGNALS/CONTROLLERS
8	TRU 6109	SR45	WARREN TWP	WARREN CORP. LN. TO N. RIVER RD.	LEFT TURN LANE
9	TRU 9717	SR46	WEATHERSFIELD TWP	SR46 AT SALT SPRINGS ROAD	INTERSECTION IMPROVEMENT
10	TRU 13398	SR46/SR169	NILES	N. OF VIADUCT TO FEDERAL ST.	RESURF/SIGNAL UPGRADE
11	TRU 8804	SR46	HOWLAND TWP	S. OF US422 TO N. OF N. RIVER RD.	WIDEN
12	TRU 9137	IR80	WEATHERSFIELD TWP	W. OF GIRARD CORP. LN.	REHAB 2 BRIDGES
13	TRU 10060	IR80	HUBBARD TWP	BELL WICK ROAD	BRIDGE REHABILITATION
14	TRU 10059	SR88	FARMINGTON TWP	OVER MUD RUN	REPLACE BRIDGE
15	TRU 8192	CH142 (N RIVER RD)	HOWLAND TWP	OVER MOSQUITO CREEK	REPLACE TWO BRIDGES
16	TRU 11860	CH330A	BAZETTA TWP	OVER MOSQUITO CREEK	REPLACE BRIDGE
17	TRU 7786	US422	WARREN	SR45 TO SR169 LAIRD TO RIDGE ROAD	RECONSTRUCTION
18	TRU 11854	US422	WARREN	OVER MAHONING RIVER	REHAB BRIDGE/INCLUD DECK
19	TRU 7792	US422	WARREN	LOGAN TO HEATON NORTH ROAD	SIGNAL/PAVEMENT MARK.
20	TRU 11605	SR534	MESOPOTAMIA TWP	OVER ANDREWS CREEK	REHAB BRIDGE/INCLUD WIDENING
MAHONING COUNTY					
MAP NO.	PID #	ROUTE	LOCATION OF PROJECT		DESCRIPTION
21	MAH 14451	COITSVILLE RD.	STRUTH./CAMPBELL	VARIOUS LOCATIONS	UPGD/COOR. SIGNALS
22	MAH 14775	US224/SR170	POLAND	PEDESTRAIN UPGRADE	MISCELLANEOUS
23	MAH 14860	SPRING COMMON	YOUNGSTOWN	GATEWAY TO CBC	SCENIC ENHANCEMENT
24	MAH 10530	SR14	GOSHEN TWP	EAST OF SR534	REPLACE BRIDGE
25	MAH 4260	MAHONING AVE.	JACKSON/MILTON TWP	PORT. CO. LN. TO MEANDER RES.	SAFETY IMPROVE
26	MAH 4261	MAHONING AVE.	YOUNGSTOWN	OVER MILL CREEK PARK	REPLACE BRIDGE
27	MAH 6100	US62	CANFIELD TWP	AT RACON ROAD	INSTALL FLASHERS
28	MAH 15197	SR62/SR7	YOUNGSTOWN	INDIANOLA, MARKET, WILLIAMSON	RESURFACING
29	MAH 10958	SR165	GOSHEN TWP	SR165 AT SR45 - ALIGN EAST AND WEST LEG	ALIGNMENT
30	MAH 4243	SR170	POLAND	MAIN STREET BRIDGE	REPLACE BRIDGE
31	MAH 4225	CH 187 (JACOBS RD)	YOUNGSTOWN	OVER MCKELVEY LAKE	REPLACE BRIDGE
32	MAH	US224	CITY OF CANFIELD	VARIOUS LOCATIONS ALONG US224	SIGNAL PROGRAM
33	MAH 9304	US224	BOARDMAN TWP	VARIOUS LOCATIONS ALONG US224	SIGNAL PROGRAM

TRUMBULL COUNTY

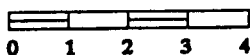
TRANSPORTATION IMPROVEMENT PROGRAM

FISCAL YEAR 1997

CONSTRUCTION PROJECTS



Scale of Miles



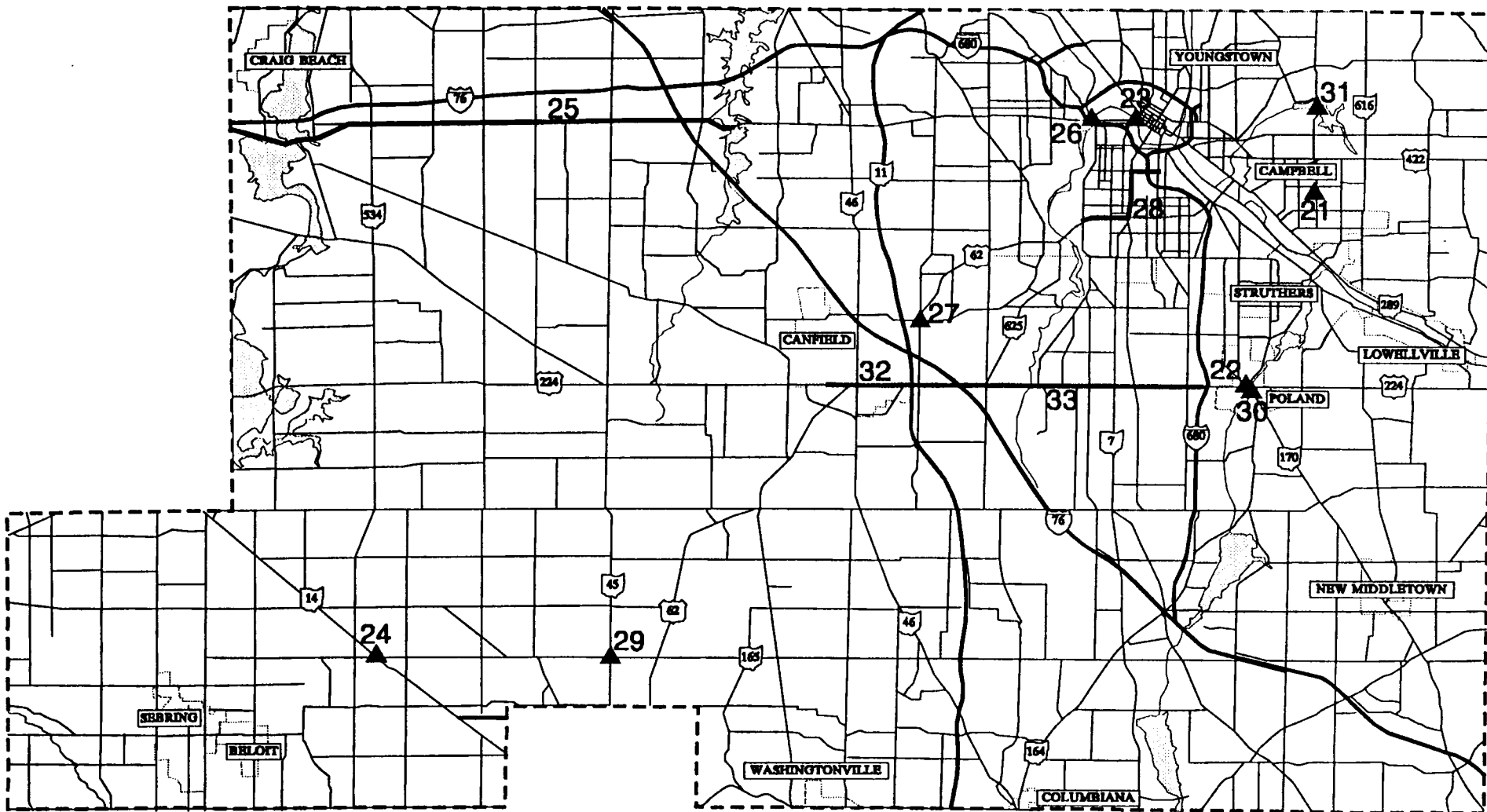
Prepared By:

Eastgate Development and Transportation Agency

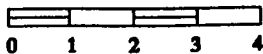
TRANSPORTATION IMPROVEMENT PROGRAM

FISCAL YEAR 1997

CONSTRUCTION PROJECTS



Scale of Miles



Prepared By:

Eastgate Development and Transportation Agency

Table 7

PROGRAM DESCRIPTIONS AND ABBREVIATIONS

FUNDING CATEGORY	DESCRIPTION	USED BY	RATE
Interstate Construction	I	ODOT	90%
Interstate Maintenance	IM	ODOT	90%
National Highway System	NH	ODOT	80%
Bridge Replacement & Rehabilitation	BR	ODOT & LOCAL UNITS OF GOVER.	80%
Surface Transportation Program	STP	ODOT & LOCAL UNITS OF GOVER.	80%
Congestion Mitigation and Air Quality	CM/AQ	ODOT & LOCAL UNITS OF GOVER.	80%
90% Minimum Allocation	MA	ODOT & LOCAL UNITS OF GOVER.	80%
Demonstration Projects:		ODOT & LOCAL UNITS OF GOVER.	80%
Rural Access	DPR		
Urban Access	DPU		
Innovative Projects	DPI		
Economic Development	DP		
State Match	S	STATE	
Local Match	L	LOCAL	

***** TIP PROGRAM FORMS - ABBREVIATIONS *****

PROJECT DESCRIPTION:

PID# - ODOT Project Number
 AIR - Air Quality Analysis Status
 A - Analyzed
 E - Exempt From Analysis

 "G" - 100% Federal Funds
 STP - STP Funds Allocated by EDATA

PHASE OF WORK:

P - Preliminary Engineering
 R - Right-of-Way Acquisition
 C - Construction

 L - Local Share State or
 Local Entity

Table 8

**TRANSPORTATION IMPROVEMENT
PROGRAM**

**Fiscal Year 1997 to 2000
Federal Aid Projects**

TABLE 8

MAHTIP97 EASTGATE DEVELOPMENT AND TRANSPORTATION AGENCY - TRANSPORTATION IMPROVEMENT PROGRAM

Page
M1

P I D #	C O U N T Y	R O U T E	S E C T I O N	S E C T I O N	L E N G T H	L E N G T H	LOCATION AND TERMINI	T O T A L C O S T (000's)	P R O J E C T O F	P H A S E	FEDERAL FUND USE BY PHASE FOR FEDERAL PRO- JECTS, STATE FUND USE FOR NON-FEDERAL PROJECTS (000's)				DESCRIPTION OF WORK								S P O N S O R		
											1997	1998	1999	2000	S U P E R A D D E	A D D I T I O N A L E N T E R	R E E S U / R R E F E R E N C E S	N E W C O N S T R U C T I O N S	R E S T A R E A	B R I D G E S	M I S C E L L				
AIR A/E			mi	km	mi	km																			
E	MAH	PROJECT EXPEDITER			0.00		PROGRAM PLANNING - EXPEDITE PLAN FUNDING TRANSPORTATION IMPROVEMENT PROGRAM #065-95 \$56,000 STP, \$7,000 STPM "SOFT MATCH" IF AVAILABLE MPO STP P	70	STPM STPM STPM S S S	P R C P R C	63														EDATA
E	MAH	BIKEWAY			12.00	19.312	CONRAIL CORRIDOR FROM MP14.78 SOUTH OF WESTERN RESERVE ROAD TO MP3.62 AT TRU. CO. LINE - BIKEPATH #076-92, #003-93, #002-94 MPO STP P & R, STATE STP C	2924	STP STP STP L L L	P R C P R C	X 120 X 30 N										0	X			MILL CREEK PARK
E	MAH	COITSVILLE ROAD					CAMPBELL-COITSVILLE RD. AT WILSON, 6TH, 12TH; SIXTH AT SANDERS; STRUTHERS/LIBERTY AT BLOSSOM, ROBINSON, TENNEY UPGRADE & COORDINATE SIGNALS STG C	589	STP STP STP	P R C	X N 400										0	X			CAMP- BELL
E	MAH	ELM STREET			0.65	1.046	STRUTHERS - SR170 TO FIFTH STREET RECONSTRUCTION #063-92 MPO STP C	267	STP STP STP L L L	P R C P R C	N N N N N	213 53					X				0				STRUTH.
A	MAH	FIFTH AVENUE			0.16	0.257	YOUNGSTOWN - RECONSTRUCT AND WIDEN ROADWAY FROM WOOD STREET TO LINCOLN AVENUE TO 5 LANES MPO STP R & C	335	STP STP STP L L L	P R C P R C	N 36 N 9	232 55					X				0				YNGST.

P I D #	C O U N T Y	R O U T E	S E C T I O N	S E C T I O N	L E N G T H	L E N G T H	LOCATION AND TERMINI	T O T A L L E C T (000's)	P R O J E C T S	F U N D S	P H A S E	FEDERAL FUND USE BY PHASE FOR FEDERAL PRO-JECTS, STATE FUND USE FOR NON-FEDERAL PROJECTS				DESCRIPTION OF WORK												S P O N S O R	
												(000's)				S U P P L I E S	A D D I T I O N A L	R E C O N S T R U C T I O N	R E P A I R	R E S T O R E	N E W	R E S T A R E A	B R I D G E S	M I S C E L L					
AIR A/E			mi	km	mi	km						1997	1998	1999	2000														
10530 E	MAH	SR14	4.53	7.290	0.10	0.161	0.59 MILES EAST OF SR534 - REPLACE BRIDGE OVER GARFIELD DITCH	565	BR BR BR S S S		P R C P R C	X N 372 X N 93														1		STATE	
4260 E	MAH	CH18 MAHONING AVENUE	0.00	0.000	9.25	14.886	PORTAGE COUNTY LINE TO MEANDER RESERVOIR - SAFETY IMPROVEMENTS COUNTY STP C	1760	STP STP STP L L L		P R C P R C	X N 912 X N 352							X						0		MAH CO.		
14974 E	MAH	SR46	14.52	23.367	0.35	0.563	0.15 MILES SOUTH OF CR18 WIDEN NORTH/SOUTH APPROACHES ON SR46 ONTO OHLTOWN/BARKLEY STATE STP R & C	375	STP STP STP S S S		P R C P R C	N N 50	270												0		STATE		
10976 A	MAH TRU MAH	SR46 SR46 SR46	14.67 0.00 16.80	23.608	3.37	5.423	CH18 TO 0.28 MILE SOUTH OF IR80; WEBB ROAD TO SALT SPRINGS ROAD WIDENING #034-92 MPO STP R & C; STATE STP C	11500	STP STP STP STP S S S		P R C P R C P R C	X N 2160 5040 260 1800	1040						X						0		STATE		

MAHTIP97 EASTGATE DEVELOPMENT AND TRANSPORTATION AGENCY - TRANSPORTATION IMPROVEMENT PROGRAM

P I D #	C O U N T Y	R O U T E	S E C T I O N	S E C T I O N	L E N G T H	L E N G T H	LOCATION AND TERMINI	T O T A L L E C T (000's)	P R O J E C T S	F U N D S	P H A S E	FEDERAL FUND USE BY PHASE FOR FEDERAL PRO- JECTS, STATE FUND USE FOR NON-FEDERAL PROJECTS (000's)				DESCRIPTION OF WORK										S P O N S O R
												1997	1998	1999	2000	S U P P L I E S	A D D I T I O N A L	R E C O N S T R U C T I O N	R E P A I R	N E W	R E S T A U R A T I O N	B R I D G E S	M I S C E L L A N E O U S			
6100 E	MAH	US62	11.20	18.024	0.00		AT RACON ROAD - INSTALL FLASHER, RECONSTRUCT INTERSECTION STATE STP C	298	STP STP S S	P R C P R C	N N N N	140 15											0	X	STATE	
12248 A	MAH	US62	18.35	29.531	0.75	1.207	YOUNGSTOWN - WICK AVENUE FROM WOOD STREET TO 300' NORTH OF MCGUFFEY ROAD - WIDEN/REALIGN INTERSECTION #025-89 MPO STP R & C	1370	STP STP L L S	P R C P R C				400 100	696 174		X						0		YNGST.	
4165 E	MAH	US62 SR193 US422 SR625 LOCAL	18.86 1.94 3.78 3.99 0.00	30.351	0.00 0.00 0.00 0.00		YOUNGSTOWN - PHASE III CITYWIDE SIGNAL PROGRAM #083-85(R), #078-89 MPO STG C	1190	STG STG STG	P R C	X N C	974											0		YNGST.	
9810 E	MAH	IR76/IR80	7.01	11.281	2.17	3.492	0.6 MILE WEST OF SR45 TO 1.05 MILE EAST OF SR45 - SAFETY UPGRADE REPAIR REHAB. FOUR BRIDGES, 4 LANE RESURFACING	10400	IM IM S S S	P R C P R C					9315 1035			X					4		STATE	
8738 E	MAH	IR80	0.27	0.435	0.09	0.145	0.49 MILE WEST OF BRIDGE OVER LIPKEY ROAD - REHAB. 284' RAMP BRIDGE	1208	IM IM S S S	P R C P R C	N N N N	990 110											1		STATE	

P I D #	C O U N T Y	R O U T E	S E C T I O N	S E C T I O N	L E N G T H	L E N G T H	L O C A T I O N A N D T E R M I N I	T O T A L C O S T (000's)	T R A N S P O R T A T I O N O F F	P H A S E	FEDERAL FUND USE BY PHASE FOR FEDERAL PRO- JECTS, STATE FUND USE FOR NON-FEDERAL PROJECTS (000's)				DESCRIPTION OF WORK								S P O N S O R
											1997	1998	1999	2000	S U P P L Y	A D D I T I O N A L	R E C O N S T R U C T I O N	R E S T A T E	R E S T A T E	R E S T A T E	B R I D G E S	M I S C E L L	
11094 A	MAH	IR80	5.05	8.127	4.73	7.612	UPGRADE ROADWAY TO INCLUDE WIDENING AND REPLACEMENT OF PAVEMENT TO 6 LANES, WIDEN 11 BRIDGES - EAST OF IR680 TO 1.0 MILE EAST OF GIRARD EAST CORP. LIMIT	51200	IM IM NH NH NH S S S	P R C P R C P R C				1125 1000 375		X					11		STATE
16018 A	MAH	CH151			1.923	3.094	SOUTH AVENUE (PHASE 2) WESTERN RESERVE ROAD TO PRESIDENTIAL DRIVE - WIDENING AND SAFETY UPGRADE, DRAINAGE <i>MPO STP C</i>	2563	STP STP L L L	P R C P R C			2050 513		X						0		MAH.CO.
10958 E	MAH	SR165	10.21	16.431	0.19	0.306	AT SR45 ALIGN EAST LEG WITH WEST LEG #055-94	335	STP STP STP S S S	P R C P R C					X						0		STATE
4243 E	MAH	SR170	9.75	15.691	0.01	0.016	POLAND VILLAGE MAIN STREET BRIDGE #31 BETWEEN RIVERSIDE DRIVE AND US224 - BRIDGE REPLACEMENT	719	BR BR BR S S S	P R C P R C	X N X										1		STATE
4225 E	MAH	CH187	1.00	1.609	0.24	0.386	JACOBS ROAD OVER McKELVEY LAKE - BRIDGE REPLACEMENT	1700	BR BR L L L	P R C P R C	1360 340										1		MAH.CO.

MAHTIP97 EASTGATE DEVELOPMENT AND TRANSPORTATION AGENCY - TRANSPORTATION IMPROVEMENT PROGRAM

TABLE 8 (CONTINUED)

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P I D #	C O U N T Y	R O U T E	S E C T I O N	S E C T I O N	L E N G T H	L E N G T H	LOCATION AND TERMINI	T O T A L C O S T (000's)	P R O J E C T O F	T Y P E O F	P H A S E	FEDERAL FUND USE BY PHASE FOR FEDERAL PRO- JECTS, STATE FUND USE FOR NON-FEDERAL PROJECTS				DESCRIPTION OF WORK								S P O N S O R																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																									
												(000's)	1997	1998	1999	2000	S U P E R T A D E	A D D I T I O N A L	R E S T A R E A	R E S T A R E A	R E S T A R E A	R E S T A R E A	R E S T A R E A		R E S T A R E A	R E S T A R E A	R E S T A R E A	R E S T A R E A																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																					
AIR A/E			mi	km	mi	km																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																											

P I D #	C O U N T Y	R O U T E	S E C T I O N	S E C T I O N	L E N G T H	L E N G T H	LOCATION AND TERMINI	T O T A L C O S T (000's)	T Y P E O F	P H A S E	FEDERAL FUND USE BY PHASE FOR FEDERAL PRO-JECTS, STATE FUND USE FOR NON-FEDERAL PROJECTS (000's)				DESCRIPTION OF WORK											S P O N S O R
											1997	1998	1999	2000	S U P P L Y	A D D I T I O N A L	R E E D U C E D	R E E D U C E D	N E W	R E S T A R E A	B R I D G E S	M I S C E L L				
8643 E	MAH	SR289	7.33	11.796	0.03	0.048	LOWELLVILLE - WOOD STREET 1.29 MILES EAST OF VILLAGE WEST CORP. LIMIT - REPLACE BRIDGE	655	BR BR BR S S S	P R C P R C	X N X	428 10 97												1	STATE	
4229 A	MAH	CH313	0.43	0.692	1.24	1.996	YOUNGSTOWN - REPLACE CENTER STREET BRIDGE; IMPROVE SHIRLEY ROAD FROM POLAND AVENUE TO HOMEWOOD AVENUE; IMPROVE POLAND AVENUE/POWERSWAY/CENTER STREET INTERSECTION #023-85, #021-90	20500	DP DP DP HDP HDP HDP BR BR BR L L L	P R C P R C P R C P R C	N N N N N N N N N	1000	13200 2950 3350						X					5	MAH.CO.	
4130 E	MAH	SR616	3.09	4.973	0.10	0.161	STRUTHERS - SR616 OVER MAHONING RIVER AND CONRAIL - BRIDGE REPLACEMENT	4066	BR BR BR DPR DPR DPR S S S	P R C P R C P R C	X N X N X			1928 1200 782										1	STATE	
12681 E	MAH	IR680 IR680	0.00 2.07	0.000 3.331	4.14	6.663	YOUNGSTOWN - IR80 TO STEEL STREET - 4 LANE RESURFACING	6000	IM IM IM S S S	P R C P R C	450 50 N	4950 550			X				X					0	STATE	
7386 A	MAH TRU	SR711 SR711	0.00 0.00	0.000	3.09	4.973	IR680/SR711 INTERCHANGE TO IR80/SR11 CONSTRUCT INTERCHANGE & FOUR LANE LIMITED ACCESS HIGHWAY #075-92	31200	STP STP STP S S S	P R C P R C		3000		4000					X					1	STATE	

P I D #	C O U N T Y	R O U T E	S E C T I O N	S E C T I O N	L E N G T H	L E N G T H	LOCATION AND TERMINI	T O T A L E C T (000's)	P R O J E C T O F	P H A S E	FEDERAL FUND USE BY PHASE FOR FEDERAL PRO-JECTS, STATE FUND USE FOR NON-FEDERAL PROJECTS				DESCRIPTION OF WORK											S P O N S O R
											(000's)	1997	1998	1999	2000	S U P P L I E S	A D D I T I O N A L	R E E S T A B L I S H M E N T	N E W C O N S T R U C T I O N	R E S T A R E A	B R I D G E S	M I S C E L L				
15568 E	TRU	FREEDOM SECONDARY CORRIDOR	0.00	0.000	18.3	29.450	CONRAIL-FREEDOM SECONDARY RAIL-BANK RAILROAD TRACK BETWEEN LEAVITTSBURG WARREN AND RAVENNA #105-95 MPO STP R \$200,000 (6.2 MILES)	1462	STP STP STP STP L L L	P R C P R C P R C	840 200 190												X	STATE		
11910 E	TRU	BELMONT STREET	0.00	0.000	0.13	0.2092	NILES - BETWEEN MCKEES LANE AND OLIVE STREET - BRIDGE REPLACEMENT #004-92 (DEMO)	1725	BR BR BR DPR DPR DPR L L L	P R C P R C P R C	N N N N N 180 1200 345											1		TRU.CO.		
E	TRU	ELM ROAD					WARREN - RESURFACING PRINCIPAL ARTERIAL FROM US 422 TO WARREN NORTH CORP. LIMIT MPO STP P	1500	STP STP STP	P R C	150													WARREN		
12624 E	TRU	HIGH STREET			0.56	0.9012	MAHONING AVENUE TO CHESTNUT AVENUE N.E. - RECONSTRUCTION MPO STP P & C	561	STP STP STP L L L	P R C P R C P R C	X N X N 400 100								X				0	WARREN		
E	TRU	LIBERTY STREET			0.95	1.5288	LIBERTY STREET - STEWART TO EAST CORPORATION LIMIT - SIGNALIZATION UPGRADE #111-95 MPO CMAQ 100% CONSTRUCTION	160	CMAQ CMAQ CMAQ L L L	P R C P R C P R C	N N N N 160							X				0	GIRARD			
12413 E	TRU	LIBERTY STREET			0.95	1.5288	LIBERTY STREET - STEWART TO EAST CORPORATION LIMIT - RECONSTRUCTION #036-91 MPO STP C MPO STP - SOFT MATCH (\$40,000) IF AVAILABLE	710	STP STP STP L L L	P R C P R C P R C	N N N N 568 142							X				0	GIRARD			

TABLE 8 (CONTINUED)

TRUTIP97 EASTGATE DEVELOPMENT AND TRANSPORTATION AGENCY - TRANSPORTATION IMPROVEMENT PROGRAM

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P I D #	C O U N T Y	R O U T E	S E C T I O N	S E C T I O N	L E N G T H	L E N G T H	LOCATION AND TERMINI	T O T A L C O S T (000's)	T Y P E O F	P H A S E	FEDERAL FUND USE BY PHASE FOR FEDERAL PRO-JECTS, STATE FUND USE FOR NON-FEDERAL PROJECTS				DESCRIPTION OF WORK										S P O N S O R
											(000's)	1997	1998	1999	2000	S U P P L Y	A D D I T I O N A L	R E S T O R E /	N E W C O N S	R E S T A R E A	B R I D G E S	M I S C E L L			
12158 E	TRU	MAIN STREET			0.36	0.5793	CORTLAND - SR5 TO SR46 - RECONSTRUCTION & RESURFACING #051-91 MPO STP C	670	STP STP STP L L L	P R C P R C	N N 536 N 134						X				0			CORT-LAND	
12623 E	TRU	PARK AVENUE			2.07	3.3312	FULTON STREET TO WARREN NORTH CORPORATION LIMIT - RECONSTRUCTION MPO STP P & C	807	STP STP STP L L L	P R C P R C	X N X N	584 146					X				0			WARREN	
4159 A	TRU TRU	SUMMIT ST SR45	7.96	12.810	0.61 0.30	0.9816 0.4827	WARREN - US422 TO MAHONING AVE. (SR45) - WIDEN ROAD AND REPLACE STRUCTURE #023-84 MPO STP & TRANSFER C	4410	NH NH NH STP STP STP L L L S	P R C P R C P R C C	X X 2110 X X 877 X X 346 400									1			TRU.CO. WARREN		
14972 E	TRU	WALNUT RUN PARK	0.00	0.000	0.00		CORTLAND-CREATION OF A PICNIC AND SCENIC AREA ON SR5 #085-94 MPO STP C	150	STP STP STP L L L	P R C P R C	N 40 80 N 10 20										0	X		CORT-LAND	
15317 E	TRU	WARREN RAVENNA ROAD					CONSTRUCT UNDERPASS WALKWAY AT CSX CROSSING #055-94 MPO STP C	198	STP STP STP S S S	P R C P R C	N N N N			158 39							0	X		NEWTON FALLS	

													T3											
P I D #	C O U N T Y	R O U T E	S E C T I O N	S E C T I O N	L E N G T H	L E N G T H	LOCATION AND TERMINI	T O T A L P R O J E C T S (000's)	F U N D S O F	P H A S E	FEDERAL FUND USE BY PHASE FOR FEDERAL PRO- JECTS, STATE FUND USE FOR NON-FEDERAL PROJECTS				DESCRIPTION OF WORK								S P O N S O R	
											(000's)				S U P P L Y	A D D I T I O N A L	R E C O N S T R U C T I O N	R E P A I R	N E W	B R I D G E S	M I S C E L L			
AIR A/E			mi	km		km					1997	1998	1999	2000										
14881 E	TRU	W. LIBERTY DOWN- TOWN STREET SCAPE	0.00	0.000	0.00	0.000	GIRARD-LANDSCAPING, SIDEWALK/CURB REPLACEMENT, SCENIC IMPROVEMENTS ALONG WEST LIBERTY STREET #085-94 MPO STP C	66	STP STP STP L L L	P R C P R C P R C	N N N N N N			52 13							0	X	GIRARD	
11931 E	TRU	SR5	3.39	5.456	0.08	0.1287	1.78 MILES EAST OF SR534 - REPLACE BRIDGE OVER MAHONING RIVER #087-92	1032	STP STP STP S S S	P R C P R C P R C	X N X N			720 180							1		STATE	
11613 E	TRU	SR5	10.44	16.801	0.07	0.1126	REHABILITATE BRIDGE OVER B&O RAILROAD INCLUDING DECK REPLACEMENT #073-92	2700	NH NH NH S S S	P R C P R C P R C	X N X N			2000 500							1		STATE	
11925 E	TRU	SR5	16.07	25.861	0.05	0.0804	1.34 MILES WEST OF SR305 - REHABILITATE BRIDGE OVER MOSQUITO CREEK INCLUDING DECK #087-92	497	BR BR BR S S S	P R C P R C P R C	X N 312 X N 78										1		STATE	
12188 A	TRU	SR5	18.40	29.611	0.62	0.9977	CORTLAND - SOUTH HIGH STREET - SR46 NORTH TO WALNUT CREEK BRIDGE - RECONSTRUCTION/TURNING LANE #096-91 MPO STP P & STP TRANSFER FOR NH	2000	STP STP STP NH NH NH L L S	P R C P R C P R C P R C P R C	X N N N X N 1400 X N 360					X	X				0		CORT- LAND	
11296 E	TRU	SR5	31.02	49.920	0.05	0.0804	REHABILITATE BRIDGE OVER PYMATUNING CREEK INCLUDING DECK REPLACEMENT #073-92	655	BR BR BR S S S	P R C P R C P R C	X N 432 X 10 98										1		STATE	

TABLE 8 (CONTINUED)

TRUTIP97 EASTGATE DEVELOPMENT AND TRANSPORTATION AGENCY - TRANSPORTATION IMPROVEMENT PROGRAM

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P I D #	C O U N T Y	R O U T E	S E C T I O N	S E C T I O N	L E N G T H	L E N G T H	LOCATION AND TERMINI	T O T A L C O S T (000's)	T Y P E O F	P H A S E	FEDERAL FUND USE BY PHASE FOR FEDERAL PRO-JECTS, STATE FUND USE FOR NON-FEDERAL PROJECTS				DESCRIPTION OF WORK										S P O N S O R
											(000's)	1997	1998	1999	2000	S U P P L E M E N T A R Y	A D D I T I O N A L	R E C O N S T R U C T I O N	R E S U R F A C I N G	N E W C O N S T R U C T I O N	R E S T A U R A T I O N	B R I D G E S	M I S C E L L A N E O U S		
14311 E	TRU	SR7 US62 SR304	2.77 2.77 6.30	4.458 4.458 10.139	0.00		HUBBARD - WEST LIBERTY STREET FROM WEST CORP. TO SR616 - NORTH MAIN FROM SR616 TO NORTH CORP. - SIGNALS/CONTROLLERS AT 8 INTERSECTIONS MPO STG C	200	STG STG STG L L L	P R C P R C	N N 200 N N											0	X	HUBBRD	
6266 E	TRU	SR11	3.40	5.472	5.96	9.5914	0.01 MILE NORTH OF LIBERTY JONES ROAD TO 0.37 MILES NORTH OF SR82 - FOUR LANE RESURFACING	10050	NH NH NH S S S	P R C P R C	N N N N	8000 2000					X							STATE	
14192 A	TRU	CH28 TIBBETTS CORNERS WICK RD.					EAST OF SR11 TO MAHONING COUNTY LINE SOUTH ON LOGANWAY WICK AVENUE SAFETY UPGRADE, INTERSECTION IMPROVEMENTS MPO STP P & C	1000	STP STP STP L L L	P R C P R C	N N N	80 20		720 180	X							0	X	TRU.CO.	
E	TRU	SR45/SALT SPRINGS RD					SR 45 AT SALT SPRINGS ROAD, SIGNALIZATION UPGRADE AND INTERSECTION IMPROVEMENTS WITH CHANNELIZATION FOR LEFT TURNING LANES MPO CMAQ 100% CONSTRUCTION	125	CMAQ CMAQ CMAQ	P R C	N N N			125										LORDS-TOWN	
12622 E	TRU	SR45/ MAHONING AVENUE	8.26	13.293	0.54	0.8690	WEST MARKET STREET TO WARREN NORTH CORPORATION LIMIT - RECONSTRUCTION MPO STP P & C	1367	STP STP STP L L S	P R C P R C	X N X N		1020 255				X					0		WARREN	
6109 E	TRU	SR45	9.22	14.838	0.00		FROM WARREN NECL TO NORTH RIVER ROAD - PROVIDE A LEFT TURN LANE STATE STP C	757	STP STP STP S S S	P R C P R C	X N X N	639 2 71										0	X	STATE	

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P I D #	C O U N T Y	R O U T E	S E C T I O N	S E C T I O N	L E N G T H	L E N G T H	LOCATION AND TERMINI	T O T A L L E C T (000's)	P R O J E C T O F	F U N D S	P H A S E	FEDERAL FUND USE BY PHASE FOR FEDERAL PRO- JECTS, STATE FUND USE FOR NON-FEDERAL PROJECTS				DESCRIPTION OF WORK												S P O N S O R
												(000's)	(000's)	(000's)	(000's)	S U P P L I E S	A D D I T I O N A L	R E C O N S T R U C T I O N	R E P A I R S	N E W C O N S T R U C T I O N	B R I D G E S	M I S C E L L A N E O U S						
AIR A/E			mi	km		km						1997	1998	1999	2000													
E	TRU	SR46	0.00	0.000	0.00		NILES-SR46 BEAUTIFICATION PROJECT LANDSCAPING AND SCENIC IMPROVEMENTS ALONG SR46 AT SR169 #085-94 MPO STP C	50	STP STP L L L	P R C P R C P R C	N N N N N N				40 10										0	X	NILES	
9717 E	TRU	SR46	1.69	2.720	0.00		SR46 AT SALT SPRINGS ROAD INTERSECTION IMPROVEMENTS, SIGNALS, LEFT TURN LANES #061-91 STATE STP R & C	195	STP STP STP S S S	P R C P R C P R C	N N N N N N														0	X	STATE	
13398 E	TRU TRU	SR46 SR169	3.18 2.46	5.118 3.959	0.7	1.1265	NILES - VIADUCT TO MADISON STREET RESURFACE ROADWAY/UPGRADE SIGNALS #079-93 MPO STP C	1430	STP STP L L S	P R C P R C P R C	N N N N N N								X						0		NILES	
9137 E	TRU	IR80	1.55	2.494	0.28	0.4506	0.02 MILE WEST OF GIRARD WEST CORP. LIMIT - REHAB TWO BRIDGES OVER MAHONING RIVER	8730	IM IM IM S S S	P R C P R C P R C	X N 6429 X 101 600														2		STATE	
10060 E	TRU	IR80	7.99	12.858	0.25	0.4023	1.11 MILES EAST OF SR304 - REHAB BRIDGE UNDER BELL WICK ROAD	743	IM IM IM S S S	P R C P R C P R C	X N X N					585 65									1		STATE	

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P I D #	C O U N T Y	R O U T E	S E C T I O N	S E C T I O N	L E N G T H	L E N G T H	LOCATION AND TERMINI	T O T A L L E C T (000's)	P R O J E C T S	F U N D S	P H A S E	FEDERAL FUND USE BY PHASE FOR FEDERAL PROJECTS, STATE FUND USE FOR NON-FEDERAL PROJECTS				DESCRIPTION OF WORK										S P O N S O R			
												(000's)	(000's)	(000's)	(000's)	S A F E R T Y	U P G R A D E	A D D I T I O N A L	R E C O N S T R U C T I O N	R E S U R F A C I N G	N E W C O N S	R E S T A R E A	B R I D G E S	M I S C E L L					
AIR A/E			mi	km		km						1997	1998	1999	2000														
11860 E	TRU	CH330A			0.10	0.1609	2000 FEET SOUTH OF SR305 - REPLACE BRIDGE OVER MOSQUITO CREEK - WARREN MEADVILLE ROAD #087-92	360	BR BR BR L L L	P R C P R C	N N N N N N		288											1				TRU.CO.	
7786 E	TRU	US422 US422	11.56 13.58	18.604 21.854	2.70	4.3451	US422 - SR45 TO SR169; LAIRD AVENUE TO RIDGE ROAD - RECONSTRUCTION #069-89 MPO STP C - TRANSFER	440	NH NH NH L L S	P R C P R C	N N N N N N		352						X					0				WARREN	
11854 E	TRU	US422	11.86	19.086	0.08	0.1287	WARREN 0.30 MILES EAST OF SR45 - REHABILITATE BRIDGE OVER MAHONING RIVER INCLUDING REPLACEMENT OF DECK #085-92	1155	BR BR BR L L S	P R C P R C	N N N N N N		924											1				TRU.CO.	
14151 A	TRU	US422/ NILES VIENNA	17.81	28.662	0.5	0.8046	NILES - INTERSECTION AND SIGNAL IMPROVEMENTS, WIDEN US422 TO 5 LANES NORTH AND SOUTH OF VIENNA ROAD MPO STP C	1635	STP STP STP L L S	P R C P R C	N N N N N N				1308		X	X						0				NILES	
9507 E	TRU	US422	19.29	31.043	2.20	3.5404	IR80 NORTH TO NORTH CORP. LIMIT - RECONSTRUCTION #002-90 MPO STP C	2300	STP STP STP L L S	P R C P R C	X X X X		160			1440		X						2				GIRARD	
11605 E	TRU	SR534	22.46	36.145	0.05	0.0804	REHABILITATE BRIDGE OVER ANDREWS CREEK INCLUDING WIDENING AND REPLACEMENT OF DECK #073-92	336	BR BR BR S S S	P R C P R C	X N X N X N													1				STATE	

[illegible]

Table 9

**TRANSPORTATION IMPROVEMENT
PROGRAM**

**Fiscal Year 1997 to 2000
Non-Federal Projects
for Informational Purposes**

EASTGATE DEVELOPMENT AND TRANSPORTATION AGENCY - OHIO TRANSPORTATION IMPROVEMENT PROGRAM
NON-FEDERALLY FUNDED PROJECTS LOCATED IN MAHONING AND TRUMBULL COUNTIES
ODOT 2/4 LANE PROGRAM

P I D. #	C O U N T Y	R O U T E	S E C T I O N	S E C T I O N	L E N G T H	L E N G T H	LOCATION AND TERMINI	T O T A L C O S T (000's)	P R O J E C T F U N D E D O F	P H A S E	TOTAL CONSTRUCTION COST FOR NON FEDERAL PROJECTS (000'S)				DESCRIPTION OF WORK										S P O N S O R
											1997	1998	1999	2000	S U P E R A D D E T Y	A D J U S T M E N T	R E S T O R E / R E H A B	N E W C O N S	R E S T A R E A	B R I D G E S	M I S C E L L				
AIR A/E			mi	km	mi	km																			
14442 E	MAH	SR7 SR164	0.00	0.000	0.00	10.910	COLUMBIANA COUNTY TO SR164 RURAL MINOR ARTERIAL; SR7 TO IR680 RURAL MAJOR COLLECTOR OVERLAY 2 LANE EXISTING PAVEMENT; REALIGN THE EXISTING ROADWAY WITHIN EXISTING R/W ON SR 164	850	STP STP STP S S S	P R C P R C	N N N N	660 165						X						STATE	
16176 E	MAH	SR14	0.00		10.00	16.093	PORTAGE COUNTY TO COLUMBIANA COUNTY REPLACE CULVERT AND OVERLAY EXISTING PAVEMENT	1050	S S S	P R C	N N 1050						X							STATE	
16215 E	MAH	IR76	0.00	0.000	0.00	0.0000	VARIOUS 4-LANE ROUTES IN MAHONING AND PORTAGE COUNTIES - REPAIR GUARDRAIL ON 4-LANE ROUTES IN MAHONING AND TRUMBULL COUNTIES	450	S S S	P R C	N N 450						X							STATE	
E	MAH	SR164	0.00	0.000	7.34	11.812	COLUMBIANA COUNTY TO WESTERN RESERVE ROAD OVERLAY EXISTING PAVEMENT	660	S S S	P R C	N N	660					X							STATE	
16179 E	MAH	SR170 SR625	13.20	21.243	1.60	2.5749	SHIRLEY RD TO I680; GLENWOOD AVE TO SR7; YOUNGSTOWN CORP TO SHIRLEY RD. OVERLAY EXISTING PAVEMENT	240	S S S	P R C	N N 240						X							STATE	
16175 E	MAH TRU	SR534	13.80	22.208	2.53 4.02	10.541	MAHONING COUNTY TO SIGNAL @ BROAD ST (N.FALLS CH18 TO TRUMBULL COUNTY; OVERLAY EXISTING PAVEMENT	590	S S S	P R C	N N 590						X							STATE	
16174 E	MAH	SR616	3.80	6.115	5.27	8.4810	CAMPBELL N CORP TO TRUMBULL COUNTY OVERLAY EXISTING PAVEMENT-WIDEN 4LN SECTION TO 4-12' LNS; REPLACE BRIDGE OVER YELLOW CREEK	542	S S S	P R C	N N 542						X							STATE	
16215 E	MAH	IR680	0.00	11.350	0.00	0.0000	BEAVER TOWNSHIP, IR680 FROM SOUNTH AVENUE TO CALLA ROAD OVERLAY NINE BRIDGES WITH MICRO-SILICA CONCRETE.	638	S S S	P R C	N N 624						X							STATE	

EASTGATE DEVELOPMENT AND TRANSPORTATION AGENCY - OHIO TRANSPORTATION IMPROVEMENT PROGRAM
NON-FEDERALLY FUNDED PROJECTS LOCATED IN MAHONING AND TRUMBULL COUNTIES
ODOT 2/4 LANE PROGRAM

P I D #	C O U N T Y	R O U T E	S E C T I O N	S E C T I O N	L E N G T H	L E N G T H	L O C A T I O N A N D T E R M I N I	T O T A L C O S T (000's)	P R O J E C T T Y P E O F	P H A S E	TOTAL CONSTRUCTION COST FOR NON FEDERAL PROJECTS (000'S)				DESCRIPTION OF WORK										S P O N S O R
											1997	1998	1999	2000	S U P E R A D D E T Y	A D D I T I O N A L L A N E S	R E C O N S T R U C T I O N S	R E S U R F A C E S	N E W C O N S	R E S T A R E A	B R I D G E S	M I S C E L L			
15499 E	TRU	SR88	7.03 19.16	11.313	0.00	29.82	SR45 TO SR5; SR5 TO PA LINE; OVERLAY EXISTING 2-LN PAVEMENT INCLUDING REPLACEMENT OF 20' BRIDGE OVER MOSQUITO CREEK/12' BRIDGE OVER WALNUT CREEK	2011	S S S	P R C	N N 1977							X							STATE
15341 E	TRU POR	SR305	0.00		0.00		PORTAGE COUNTY TO US422; OVERLAY EXISTING PAVEMENT	746	S S S	P R C	N N 746														
16173 E	TRU	US422	17.91	28.823	1.38	2.221	NILES E CORP TO GIRARD W CORP OVERLAY EXISTING PAVEMENT	220	S S S	P R C	N N 220							X							STATE
E	TRU	SR169 SR304	3.38	5.439	1.55	2.494	WARREN E CORP TO NILES W CORP OVERLAY EXISTING PAVEMENT	490	S S S	P R C	N N	490						X							STATE
E	TRU	SR193	6.77	10.895	16.35	26.312	NORTH OF SR82 TO SR87	1470	S S S	P R C	N N	1470						X							STATE

NONFED97 **EASTGATE DEVELOPMENT AND TRANSPORTATION AGENCY - TRANSPORTATION IMPROVEMENT PROGRAM**
NON-FEDERALLY FUNDED PROJECTS LOCATED IN MAHONING AND TRUMBULL COUNTIES

Page
NONFED3

P I D #	C O U N T Y	R O U T E	S E C T I O N	S E C T I O N	L E N G T H	L E N G T H	LOCATION AND TERMINI	T O T A L C O S T A L E C T (000's)	T Y P E S O F	P H A S E	YEAR OPEN TO TRAFFIC				DESCRIPTION OF WORK								S P O N S O R	
											1997	1998	1999	2000	S U P P L E M E N T A R Y	A D D I T I O N A L	R E C O N S T R U C T I O N	R E S T O R E	N E W C O N S	R E S T A R E A	B R I D G E S	M I S C E L L		
AIR A/E			mi	km	mi	km																		
A	TRU	TURNPIKE 180			10.50	16.90	ADD THIRD LANE IN EXISTING OHIO TURNPIKE MEDIAN STRIP FROM YOUNGSTOWN TO TOLEDO OHIO - NEW CONSTRUCTION IN TRUMBULL COUNTY - FROM PORTAGE/TRUMBULL COUNTY LINE TO THE TRUMBULL/MAHONING COUNTY LINE.	440000	OTC	C	X								X					OTC
A	MAH	TURNPIKE 180			1.60	2.57	ADD THIRD LANE IN EXISTING OHIO TURNPIKE MEDIAN STRIP FROM YOUNGSTOWN TO TOLEDO OHIO - NEW CONSTRUCTION IN MAHONING COUNTY - FROM MAHONING/TRUMBULL COUNTY LINE TO EXIT 15.		OTC	C		X							X					OTC
A	MAH	CH151			1.29	2.08	SOUTH AVENUE (PHASE 3) - US224 TO AFTON AVENUE WIDENING AND SAFETY UPGRADE OPEN TO TRAFFIC DECEMBER 1995	2000	LTIP	C														PWIC/ MAH CO

OTC - OHIO TURNPIKE COMMISSION
 LTIP - LOCAL TRANSPORTATION IMPROVEMENT PROGRAM (.01c GAS TAX)
 PWIC - PUBLIC WORKS INTEGRATING COMMITTEE

CHAPTER 3

TRANSIT IMPROVEMENTS

The Western Reserve Transit Authority (WRTA) annually receives funding from the Federal Transit Administration (FTA) and the Ohio Department of Transportation for operating and capital assistance. The Transit Development Program prepared by EDATA and amended annually is an important planning document that identifies operating and capital needs.

Major issues which continue to face the WRTA are the delivery of transportation services for network expansion and to secure a sound financial base for operating and capital needs.

During FY1997 WRTA will utilize FTA and ODOT funding to purchase emission testing equipment, a computerized fuel station, 1-CNG service vehicle, and various other items.

Over the four year period of the TIP, the WRTA is requesting federal assistance of \$931,800, for capital expenditures and approximately \$3,296,372 for operating assistance (see Table 12). A portion of WRTA's Section 5307 (formerly Section 9) funding from FTA will continue to be utilized for transit planning purposes.

Transit related capital improvements, included in the TIP, are determined through an ongoing planning process involving the WRTA, EDATA, ODOT, FTA, and other governmental and private agencies. The Transit Development Program (TDP), is recommended once every five years with annual updates encouraged by the Ohio Department of Transportation. The TDP reflects the WRTA's short range plans and describes methods that will be used to implement the plan. Recommendations from the TDP are used as an initial basis for project selection.

The development of the draft and final TIP involves input from many different groups. Proposed plans and projects are reviewed by the EDATA Technical Advisory Committee, EDATA Citizens Advisory Board, the WRTA Board and the Public Involvement Program. Available funding levels are reviewed and projects are programmed after it is determined that financial constraints are met and public review has taken place.

ELDERLY AND DISABLED TRANSPORTATION

EDATA will continue its efforts at vehicle coordination in Mahoning and Trumbull Counties. As part of its planning program, EDATA will again administer the FTA Specialized Transportation Program (formerly known as Section 16) for the region and annually certify vehicle coordination efforts to ODOT through EDATA's Maximum Vehicle Utilization Coordination Plan. Federal funding in the amount of \$57,481 will be available for elderly and disabled vehicle and related equipment acquisition by area social service organizations and agencies.

FINANCIAL CAPACITY STATEMENT

The Western Reserve Transit Authority (WRTA) is the recipient of 49USC Section 5307 (formerly FTA's Section 9) funding in the Mahoning and Trumbull Counties area. As such, the WRTA has applied for federal and state funding assistance for FY1997.

The Financial Capacity Statement, prepared by the WRTA, for budget years FY1996 through FY2000 is shown in Table 11. EDATA's Financial Capacity Assessment summary for programming transit improvements and operating subsidies is shown in Table 12.

Table 10

**TRANSIT IMPROVEMENT
PROGRAM**

Fiscal Year 1997 to 2000

TABLE 10**WRTA97.wk1****04-Apr-96****Pg. TR1****EASTGATE DEVELOPMENT AND TRANSPORTATION AGENCY****TRANSIT SUMMARY SHEET (\$000)**

FISCAL YEAR (Beginning July 1)	TOTAL EXPENDITURES			FEDERAL FUNDING		
	* CAPITAL	OPERATING	PLANNING	* CAPITAL	OPERATING	PLANNING
1997	269.8	4858	50	215.8	824	40
1998	470	5036	50	376.0	824	40
1999	444	5220	50	355.2	824	40
2000	54	5412	50	43.2	824	40

*** include all 5310 (Specialized Transportation) funds for 1997**

TABLE 10 – CONTINUED

**EASTGATE DEVELOPMENT AND TRANSPORTATION AGENCY
TRANSIT ANTICIPATED PLANNING SCHEDULE**

ANTICIPATED SECTION 5307 PLANNING SCHEDULE

State's Fiscal Year Beginning July 1, 1996

(Thousands of Dollars)

FISCAL YEAR	RECIPIENT OF FUNDS	AGENCY RESPONSIBLE FOR PROJECT IMPLEMENTATION	TOTAL PROJECT COST	FEDERAL FUNDING REVENUES SECTION 9	STATE FUNDING	LOCAL FUNDING EDATA
1997	WRTA	WRTA/EDATA	50	40		10
1998	WRTA	WRTA/EDATA	50	40		10
1999	WRTA	WRTA/EDATA	50	40		10
2000	WRTA	WRTA/EDATA	50	40		10

TABLE 10 - CONTINUED

**EASTGATE DEVELOPMENT AND TRANSPORTATION AGENCY
TRANSIT ANTICIPATED OPERATING SCHEDULE**

State's Fiscal Year Beginning July 1, 1996

(Thousands of Dollars)

FISCAL YEAR	RECIPIENT OF FUNDS	AGENCY RESPONSIBLE FOR PROJECT IMPLEMENTATION	OPERATING EXPENDITURES	OPERATING REVENUES	NET PROJECT COST	SUBSIDY			
						LOCAL DEDICATED TAX **	LOCAL OTHER	STATE	FEDERAL
1997	WRTA	WRTA	4858	782	4076	2025	519	708	824
1998	WRTA	WRTA	5036	795	4241	2523	97	797	824
1999	WRTA	WRTA	5220	795	4425	2523	241	837	824
2000	WRTA	WRTA	5412	795	4617	2523	433	837	824

(Operating Expenditures - Operating Revenues = Net Project Cost = Subsidy)

** 5 - MILL PROPERTY TAX

TABLE 10 - CONTINUED

WRTA97.wk1

Pg. TR4 chg

EASTGATE DEVELOPMENT AND TRANSPORTATION AGENCY ANTICIPATED OPERATING SCHEDULE

Operators's Fiscal Year Beginning January 1, 1995

(Thousands of Dollars)

FISCAL YEAR	RECIPIENT OF FUNDS	AGENCY RESPONSIBLE FOR PROJECT IMPLEMENTATION	OPERATING EXPENDITURE	OPERATING REVENUES	NET PROJECT COST	SUBSIDY			
						LOCAL DEDICATED TAX **	LOCAL OTHER	STATE	FEDERAL
1997	WRTA	WRTA	4946	795	4151	2523	47	757	824
1998	WRTA	WRTA	5125	795	4330	2523	146	837	824
1999	WRTA	WRTA	5313	795	4518	2523	334	837	824
2000	WRTA	WRTA	5510	795	4715	2523	531	837	824

(Operating Expenditures - Operating Revenues = Net Project Cost = Subsidy)

** 5 - MILL PROPERTY TAX

EASTGATE DEVELOPMENT AND TRANSPORTATION AGENCY TRANSIT CAPITAL IMPROVEMENTS

STATE'S Fiscal Year 1997 – Beginning July 1, 1996

(Thousands of Dollars)

[illegible]

EASTGATE DEVELOPMENT AND TRANSPORTATION AGENCY TRANSIT CAPITAL IMPROVEMENTS

STATE'S Fiscal Year 1998 – Beginning July 1, 1997

(Thousands of Dollars)

RECIPIENT OF FUNDS	AGENCY RESPONSIBLE FOR PROJECT IMPLEMENTATION	REPLACEMENT	EXPLANATION	WEH EQUIPMENT CEHDAIR	TOTAL PROJECT COST	SOURCE OF FEDERAL FUNDING					AMOUNT OF FEDERAL FUNDING	AMOUNT OF STATE FUNDING		AMOUNT OF LOCAL FUNDING		PLANNING DOCUMENTATION LOCATED IN:	
WRTA	WRTA EDATA *					FLEX	FTA					ODOT	OTHER	TAX	OTHER	YEAR	DOCUMENT TITLE
							FUND\$	5307	5309	5310							
DESCRIPTION OF IMPROVEMENT																	
Tire Lease		X			50	X				40.0	5.0			5.0		93	TDP
1 – Service Vehicles (CNG)		X			20	X				16.0	2.0			2.0		95	TDP
Electronic Fareboxes		X			200	X				160.0	20.0			20.0		95	TDP
Radios		X			200	X				160.0	20.0			20.0		95	TDP
* FTA Specialized Transportation Program (Formerly known as Section 16 Program)																	
Compressed Natural Gas (CNG)																	

EASTGATE DEVELOPMENT AND TRANSPORTATION AGENCY TRANSIT CAPITAL IMPROVEMENTS

STATE'S Fiscal Year 1999 – Beginning July 1, 1998

(Thousands of Dollars)

RECIPIENT OF FUNDS	AGENCY RESPONSIBLE FOR PROJECT IMPLEMENTATION	REPLACEMENT	EXPANSION	WEHQUIPLPCEHD AIR	TOTAL PROJECT COST	SOURCE OF FEDERAL FUNDING					AMOUNT OF FEDERAL FUNDING			AMOUNT OF STATE FUNDING		AMOUNT OF LOCAL FUNDING		PLANNING DOCUMENTATION LOCATED IN:	
WRTA	WRTA EDATA *					FLEX	FUNDS	FTA				ODOT	OTHER	TAX	OTHER	YEAR	DOCUMENT TITLE		
								5307	5309	5301	5301								
DESCRIPTION OF IMPROVEMENT																			
Tire Lease		X			52	X				41.6	5.2			5.2			93	TDP	
1--Service vehicle (CNG)		X			20	X				16.0	2.0			2.0			95	TDP	
1 "Trolley Like" Motor Bus w/related equip (CNG)		X	X		300	X				240.0	30.0			30.0			95	TDP	
1 25' CNG Special Service Van		X	X		72	X				57.6	7.2			7.2			95	TDP	
* FTA Specialized Transportation Program (Formerly known as Section 16 Program)																			
Compressed Natural Gas (CNG)																			

(Thousands of Dollars)

RECIPIENT OF FUNDS	AGENCY RESPONSIBLE FOR PROJECT IMPLEMENTATION	REPLACEMENT	EXPLANATION	WEHQUEILPCEHDAIR	TOTAL PROJECT COST	SOURCE OF FEDERAL FUNDING				AMOUNT OF FEDERAL FUNDING	AMOUNT OF STATE FUNDING		AMOUNT OF LOCAL FUNDING		PLANNING DOCUMENTATION LOCATED IN:		
WRTA	WRTA EDATA *					FLEX	FTA				ODOT	OTHER	TAX	OTHER	YEAR	DOCUMENT TITLE	
							FUNDS	5307	5309								5301
DESCRIPTION OF IMPROVEMENT																	
Tire Lease						54	X				43.2	5.4		5.4		93	TDP
* FTA Specialized Transportation Program (Formerly known as Section 16 Program) Compressed Natural Gas (CNG)																	

TABLE 11
FINANCIAL CAPACITY STATEMENT
WESTERN RESERVE TRANSIT AUTHORITY
PROJECTED BUDGET FOR FY1996 - 2000

DESCRIPTION	FISCAL 1996	FISCAL 1997	FISCAL 1998	FISCAL 1999	FISCAL 2000
REVENUE					
OPERATING REVENUE	\$5,232,398.87	\$5,233,630.82	\$5,250,630.82	\$5,261,730.82	\$5,268,330.82
CAPITAL PROJECT SUBSIDIES	\$3,894,020.00	\$137,700.00	\$423,000.00	\$399,600.00	\$48,600.00
TOTAL RECEIPTS	\$9,126,418.87	\$5,371,330.82	\$5,673,630.82	\$5,661,330.82	\$5,316,930.82
NET CASH & LIQUID ASSETS	\$3,273,612.37	\$3,745,097.55	\$4,360,983.80	\$4,786,043.17	\$5,073,368.12
TOTAL RECEIPTS & BALANCE	\$12,400,031.24	\$9,116,428.37	\$10,034,614.62	\$10,447,373.99	\$10,390,298.94
OPERATING EXPENDITURES					
SALARIES & WAGES	\$2,075,168.26	\$2,137,423.31	\$2,201,546.01	\$2,267,592.39	\$2,335,620.16
FRINGE BENEFITS	\$1,353,023.26	\$1,344,760.11	\$1,408,718.07	\$1,477,167.72	\$1,550,240.61
TOTAL EMPLOYEE COMPENSATION	\$3,428,191.52	\$3,482,183.42	\$3,610,264.08	\$3,744,760.11	\$3,885,860.77
PROFESSIONAL SERVICES	\$153,000.00	\$139,772.00	\$144,000.00	\$148,416.00	\$149,224.43
CONTRACT SERVICES	\$5,500.00	\$2,500.00	\$2,500.00	\$2,500.00	\$0.00
OTHER SERVICES	\$47,000.00	\$48,504.00	\$50,056.13	\$51,657.92	\$53,310.98
FUEL AND LUBRICANTS	\$232,200.00	\$208,704.84	\$215,383.39	\$222,275.66	\$229,388.48
TIRES AND TUBES	\$8,900.00	\$3,900.00	\$3,900.00	\$3,900.00	\$3,900.00
PARTS AND SUPPLIES	\$337,998.42	\$239,318.51	\$246,752.70	\$251,174.79	\$262,342.38
OTHER SUPPLIES	\$21,500.00	\$22,188.00	\$22,898.02	\$23,630.75	\$24,386.94
UTILITIES	\$164,326.00	\$168,248.43	\$173,328.38	\$178,570.89	\$183,981.16
INSURANCE	\$186,367.75	\$165,435.62	\$170,213.56	\$175,660.39	\$181,281.52
TAXES	\$89,730.00	\$92,085.36	\$95,032.09	\$98,073.12	\$101,211.46
MISCELLANEOUS	\$36,420.00	\$24,604.40	\$39,243.10	\$29,386.24	\$39,533.96
TOTAL OPERATING EXPENDITURES	\$4,711,133.69	\$4,597,444.58	\$4,773,571.45	\$4,930,005.87	\$5,114,422.08
TOTAL CAPITAL EXPENDITURES	\$3,943,800.00	\$158,000.00	\$475,000.00	\$444,000.00	\$54,000.00
TOTAL EXPENDITURES	\$8,654,933.69	\$4,755,444.58	\$5,248,571.45	\$5,374,005.87	\$5,168,422.08
CASH AND LIQUID ASSET BALANCE	\$3,745,097.55	\$4,360,983.80	\$4,786,043.17	\$5,073,368.12	\$5,221,876.87
TOTAL RECEIPTS LESS TOTAL EXPENDITURES - SURPLUS (DEFICIT)	\$471,485.18	\$615,886.24	\$425,059.37	\$287,324.95	\$148,508.74

TABLE 12

03-Apr-96

FISCAL CONSTRAINT ANALYSIS – FY1997 TO FY2000 TIP
TRANSIT CAPITAL & OPERATION

TOTAL APPORTIONMENT SECTION 9 TO YOUNGSTOWN – WARREN
 URBANIZED AREA = \$1,682,473

CAPITAL PROJECTS SECTION 9

FISCAL YEAR	FEDERAL PROGRAMMED	FEDERAL APPORTIONMENT	BALANCE
1997	\$158,400	\$858,380	\$699,980
1998	\$376,000	\$858,380	\$482,380
1999	\$355,200	\$858,380	\$503,180
2000	\$42,200	\$858,380	\$816,180

OPERATING SECTION 9

FISCAL YEAR	FEDERAL PROGRAMMED	FEDERAL APPORTIONMENT	BALANCE
1997	\$824,093	\$824,093	\$0
1998	\$824,093	\$824,093	\$0
1999	\$824,093	\$824,093	\$0
2000	\$824,093	\$824,093	\$0

CHAPTER 4

AIR QUALITY CONFORMITY DETERMINATION SUMMARY

On January 31, 1996, the United States Environmental Protection Agency published a direct final rule in the Federal Register approving Ohio's State Implementation Plan (SIP) revision request to redesignate the Youngstown (Mahoning-Trumbull Air Quality Management Area) marginal non-attainment area to attainment, and establish an ozone standard maintenance plan for the area. This "direct final rule", effective April 1, 1996 unless US EPA receives adverse/critical comment, will alter the process used in previous year TIP analysis and reporting requirements to demonstrate air quality conformity within the EDATA area.

The travel demand model has been used by ODOT for the Youngstown urbanized area to perform the TIP/LRP milestone year analysis required under the Final Conformity Rule. Based on US EPA's impending action to redesignate the area's marginal non-attainment status to attainment for ozone, model comparisons of the build/no build scenarios are no longer required. The 2005 budgets that are provided for the Youngstown area in the SIP revision are the only transportation conformity budgets established by the maintenance plan for this area. There are no transportation conformity budgets set for the interim years.

The 1990 "attainment year" mobile source emission inventory for the Mahoning-Trumbull Air Quality Management Area has been established at 48.98 tons per summer day of VOC and 29.87 tons per summer day of NO_x. The 2005 action network, built from the 1990 validated network, includes all projects documented in the TIP/LRP and all regionally significant capacity adding projects regardless of funding source that are expected to be on-ground by the year 2005. To arrive at the 2005 network emission burden, 2005 trips flagged for No Stage II Vapor Recovery System (VRS), No Inspection/Maintenance (I/M), and No Anti-Tampering Program (ATP) have been loaded to this action network.

CMAQ5A was developed and written by Charles R. Gebhardt of the Bureau of Technical Service, Ohio Department of Transportation. For air quality conformity analysis, the program uses emission factors from Mobile5A, Mobile Source Emission Factor Model, distributed by the United States Environmental Protection Agency, Office of Air and Radiation, Office of Mobile Sources, Emission Control Technology Division, Test and Evaluation branch and calculates vehicle miles of travel to estimate the pollutant burden associated with HC, CO, and NO_x.

The total Hydrocarbon (HC) pollutant burden as an output of the model is based on the summation of total Hourly Exhaust plus Evaporative plus Refueling emissions in tons per summer day. The Nitrous Oxide (NO_x) pollutant burden is derived from the total hourly Exhaust NO_x in tons per summer day. Total Vehicle Miles Traveled (VMT) is a calculation based on the summation of hourly HC Freeway (FWY) VMT plus HC Surface Arterials (SA) VMT.

Factors for HC, NO_x, and VMT are based on 1990 Highway Performance Monitoring System (HPMS) emission results (HC = 40.94 TPD, NO_x = 25.13 TPD, VMT = 8,704,505) divided by the 1990 modeled emission results (HC = 41.58 TPD, NO_x = 33.301, VMT = 9,238,925). The 2005 unadjusted model results were multiplied by the HPMS Adjustment Factor (rounded to 3 places).

The upper two layers of townships in Trumbull County (Mesopotamia, Bloomfield, Greene, Gustavus, Kinsman, Farmington, Bristol, Mecca, Johnston, and Vernon) that are predominantly rural and outside of the urban area are not included in the EDATA model. The non-model area's pollutant burden and VMT in the out-year are calculated by multiplying Trumbull County's modeled emissions and VMT by 0.3333. The HPMS adjusted model results and non-modeled area results are added to establish total emissions for the 2005 EDATA TIP/LRP Area Action Plan. The 2005 emission burdens for both HC and NO_x are less than the established budgets and meet the transportation conformity test.

Table 13 summarizes EDATA's FY1997 - FY2000 TIP/2005 LRP Air Quality Conformity findings. Appendix E of this report contains the required air quality data input and output files generated for the analysis.

TABLE 13

**EDATA FY1997-FY2000 Transportation Improvement Program
2005 Long Range Transportation Plan
Air Quality Conformity Summary**

	Mobile Source HC (Tons per Day)	Mobile Source NOx (Tons per Day)	TOTAL VMT
1990 Baseline Budget	48.96	29.87	10,927,000
Year 2005 LRP Model Results (Unadjusted)			
TIP/LRP Action	21.264	26.269	11,203,746
Year 2005 Model factored to be consistent with HPMS	0.988	0.755	0.942
TIP/LRP Action	20.998	19.823	10,555,727
2005 Total Two Counties			
+ 1/3 of Trumbull County	4.411	3.765	2,070,615
TIP/LRP Action	25.410	23.588	
2005 EDATA Area Total			
Budget *	32.160	27.300	
TIP/LRP Action	25.410	23.588	12,626,341

* The transportation conformity budgets chosen by the State of Ohio (EPA) in cooperation with EDATA for the Mahoning-Trumbull county area are the only transportation conformity budgets established by the maintenance plan and approved by U.S. EPA for the area.

See Federal Register: Vol. 61, No. 21 / 1-31-96 / Page 3319 / Approval and Promulgation of Implementation Plans and Designation of Areas for Air Quality Planning Purposes; Ohio

The interim years do not set a budget for transportation conformity.

Public Involvement/Information Record Summary

EDATA's Public Involvement Process was endorsed by the General Policy Board (GPB) on July 14, 1994. The process is very instrumental in the development of the TIP and the Long Range Transportation Plan, providing citizens, affected public agencies, representatives of transportation agencies, other affected representatives, private providers of transportation, and other interested parties with reasonable opportunity to comment on proposed programs. The Public Review meeting is scheduled for April 10, 1996. A detailed narrative of the public review will be included in Appendix F. Listed below is the schedule of developmental activities leading up to the May 1996 TIP submittal.

December 1995	Local sponsors/ODOT/MPO reviewed projects
January 1996	Draft TIP project list presented to EDATA's Technical Advisory Committee.
January 1996	Draft TIP project list presented to elected and appointed officials in Mahoning and Trumbull Counties at EDATA General Policy Board meeting.
February 1996	Draft TIP presented to ODOT.
February 1996	Draft TIP presented to the Western Reserve Transit Authority (WRTA) for review and comment.
April 1996	Draft TIP presented to EDATA's Citizens Advisory Board.
April 1996	Legal notices published in <i>Youngstown Vindicator</i> and <i>Warren Tribune</i> on availability of draft TIP for public review. Notices published twice during last two weeks of the month.
April 1996	Draft TIP available for public review at Commissioners offices and County Engineers offices, Mahoning and Trumbull Counties. Also available for review at EDATA offices. Second Public Meeting for TIP presentation.
May 1996	Transportation Improvement Program Update (special edition of EDATA newsletter) prepared and distributed to general mailing list and all public libraries. The newsletter summarizes the draft TIP.
May 1996	Technical Advisory Committee and Citizens Advisory Board recommendations on final TIP. Action by General Policy Board at May meeting.
May 1996	Final draft of TIP reviewed by Technical Advisory Committee. Copies supplied to all ODOT District offices, ODOT Central offices, and all Metropolitan Planning Organizations in Ohio for inclusion in STIP.

APPENDIX A

**INFORMATIONAL PROGRAM FORMS - FUTURE HIGHWAY
CONSTRUCTION PROJECTS**

At the option of the MPO, additional years (not in the current four year program) of projects may be listed in the TIP; however, it must be stated that this listing is "for informational purposes only" and that the fiscal constraint incorporated only those projects for the first four years. Appendix A lists those projects beyond the four year program.

APPENDIX A

EASTGATE DEVELOPMENT AND TRANSPORTATION AGENCY - TRANSPORTATION IMPROVEMENT PROGRAM

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P I D #	C O U N T Y	R O U T E	S E C T I O N	S E C T I O N	L E N G T H	L E N G T H	LOCATION AND TERMINI	T P C O T O S A J T L E C T (000's)	T F Y U N P E D S O F	P H A S E	FEDERAL FUND USE BY PHASE FOR FEDERAL PRO-JECTS, STATE FUND USE FOR NON-FEDERAL PROJECTS				DESCRIPTION OF WORK										S P O N S O R
											(000's)				S U P P L E M E N T A R Y	A D D I T I O N A L	R E C O N S T R U C T I O N	R E S U R F A C I N G	N E W C O N S	R E S T A R E A	B R I D G E S	M I S C E L L			
AIR A/E			mi	km	mi	km																			
12525	MAH	BIKEWAY			12.00	19.312	CONRAIL CORRIDOR FROM MP14.78 SOUTH OF WESTERN RESERVE ROAD TO MP3.62 AT TRU. CO. LINE - BIKEPATH #076-92, #003-93, #002-94 MPO STP P & R, STATE STP C	2924	STP STP STP L L L	P R C P R C	X 2500 X N											0	X	MILL CREEK PARK	
12122	COL MAH	SR14F SR14F	2.90 4.00	4.667 6.437	10.45	16.817	US62 (YOUNGSTOWN SALEM ROAD) TO MAH. CO. LINE; FROM COL. CO. LINE TO SR11 CONSTRUCT NEW 4 LANE LIMITED ACCESS ROAD ON NEW LOCATION (PHASE III US62 RELOCATION) PROGRAMMED FOR "PE" ONLY	1500	NH NH NH S S S	P R C P R C	1200 300										0	X	STATE		
14442	MAH	SR7	0.00	0.000	9.28	14.934	COL CO. LINE 3.42 MILES TO SR164, SR164 5.86 MILES, SR7 TO IR680 RESURFACING.	825	STP STP STP S S S	P R C P R C	660 25 165							X						STATE	
12148	MAH COL COL	SR14F SR14F US62	0.00 0.00 13.01	0.000 0.000 20.937	3.84	6.180	SR14 TO COLUMBIANA LINE, SR14' FROM MAHONING COUNTY LINE TO US62, US62 FROM SR14F TO SR9 - RESURFACING #066-93	4000	NH NH NH S S S	P R C P R C	3040 760							X			0		STATE		

APPENDIX A (CONTINUED)

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P I D #	C O U N T Y	R O U T E	S E C T I O N	S E C T I O N	L E N G T H	L E N G T H	LOCATION AND TERMINI	T O T A L L E C T (000's)	P R O J E C T S	F U N D S	FEDERAL FUND USE BY PHASE FOR FEDERAL PRO-JECTS, STATE FUND USE FOR NON-FEDERAL PROJECTS				DESCRIPTION OF WORK										S P O N S O R
											(000's)				U P G R A D E	A D D I T I O N A L	R E S U R F A C I N G	N E W C O N S	R E S T A R E A	B R I D G E S	M I S C E L L				
AIR A/E			mi	km	mi	km																			
13149 E	MAH	SR14	8.95	14.403	0.04	0.064	1.05 MILES WEST OF LISBON ROAD - REPLACE 133' BRIDGE OVER MIDDLE FORK OF LITTLE BEAVER CREEK STATE STP C	1160	STP STP STP S S S	P R C P R C	N N 760 200 190										1		STATE		
14306 A	MAH	CH32	0.00	0.000	1.80	2.897	WESTERN RESERVE ROAD (PHASE 1) - GLENWOOD AVENUE TO IR680- RECONSTRUCTION, TURNING LANES, DRAINAGE IMPROVEMENTS MPO STP C	5600	STP STP L L L	P R C P R C	N N 4480 N N 1120					X					0		MAH.CO.		
14598 A	MAH	CH32	0.00	0.000	7.50	12.070	WESTERN RESERVE ROAD (PHASE 2) - TIPPECANOE ROAD - TO EAST OF GLENWOOD AVENUE RECONSTRUCTION AND TURNING LANES MPO STP C	2000	STP STP L L L	P R C P R C	N N 1600 N N 400					X					0		MAH.CO.		
12875 E	MAH	SR46	16.35	26.312	0.15	0.241	0.73 MILES SOUTH OF TRUMBULL COUNTY LINE - REHAB 295' BRIDGE OVER IR80 #066-93 STATE STP P & C	4680	STP STP STP S S S	P R C P R C	N N 400 3344 100 836										1		STATE		
14413 E	COL MAH	US62 US62	0.00	0.000	4.86	7.821	US62-(ARTERIAL UN-D) STARK CO. TO SR165 RESURFACING OVERLAYS	550	NH NH NH STP STP STP S S S	P R C P R C P R C	48 392 100					X							STATE		

APPENDIX A (CONTINUED)

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P I D #	C O U N T Y	R O U T E	S E C T I O N	S E C T I O N	L E N G T H	L E N G T H	LOCATION AND TERMINI	T O T A L L E C T (000's)	P R O J E C T F U N D E D S O F	P H A S E	FEDERAL FUND USE BY PHASE FOR FEDERAL PRO-JECTS, STATE FUND USE FOR NON-FEDERAL PROJECTS (000's)				DESCRIPTION OF WORK										S P O N S O R
											FUTURE				S A F E T Y	U P G R A D E	A D D I T I O N A L S T R U C T U R E	R E S U R F A C I N G	N E W C O N S	R E S T A R E A	B R I D G E S	M I S C E L L			
9566 A	MAH TRU	US62F US62F	0.54 0.00	0.869	5.49	8.835	YOUNGSTOWN - ALBERT STREET TO TRUMBULL COUNTY LINE, MAHONING COUNTY LINE TO IR80 HUBBARD EXPRESSWAY #058-91	48000	HDP HDP HDP NH NH NH S S S	P R C P R C P R C	X 3600 N X 3900 27200 X 2500 6800								X						STATE
4239 A	MAH	US62F	4.38	7.017	4.28	6.888	0.42 MILES EAST OF 12TH STREET INTERCHANGE TO 0.52 MILES WEST OF SR14 - NEW CONSTRUCTION (PHASE II OF US62 RELOCATION)	11688	NH NH NH S S S	P R C P R C	X 632 8367 X 158 2091								X			6			STATE
12859 E	MAH	US62	19.31	31.076	0.16	0.257	0.20 MILES WEST OF ALBERT STREET REHAB 627' BRIDGE OVER CRAB CREEK, ANDREWS AVENUE, AND CONRAIL #066-93	5415	BR BR BR S S S	P R C P R C	200 4132 50 N 1033											1	X		STATE

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P I D #	C O U N T Y	R O U T E	S E C T I O N	S E C T I O N	L E N G T H	L E N G T H	LOCATION AND TERMINI	T O T A L C O S T (000's)	T Y P E O F	P H A S E	FEDERAL FUND USE BY PHASE FOR FEDERAL PRO-JECTS, STATE FUND USE FOR NON-FEDERAL PROJECTS (000's)				DESCRIPTION OF WORK											S P O N S O R
											FUTURE				S U P P L E M E N T A R Y	U P G R A D E	A D D I T I O N A L	R E C O N S T R U C T I O N	R E S T A R E A	B R I D G E S	M I S C E L L					
13058 E	MAH	US62	19.69	31.687	0.11	0.177	0.40 MILES EAST OF WICK AVENUE REHAB 664' BRIDGE OVER CRAB CREEK, AND NYC RAILROAD #066-93	3830	NH NH S S	P R C P R C	N N 2824 300 N 706													1	X	STATE
4089 A	STA MAH	US62F US62F	39.18 0.00	63.052	5.48	8.819	SR225 TO 0.42 MILES EAST OF 12TH STREET - NEW CONSTRUCTION (PHASE I OF US62 RELOCATION)	29300	NH NH S S	P R C P R C	X 1600 20240 X 400								X							STATE
13974 E	MAH	IR76	0.91	1.464	0.44	0.708	1.93 MILES WEST OF SR534 REHABILITATE TWIN 2095' BRIDGES OVER LAKE MILTON	10010	IM IM S S	P R C P R C	720 N 8280 80 N 920													2		STATE
6080 A	MAH	IR80	0.97	1.561	1.17	1.883	REPLACE TWO BRIDGES OVER MEANDER RESERVOIR WITH CAUSEWAY AND TWO SHORT BRIDGES, WIDEN TO 6 LANES. FROM OHIO TURNPIKE TO I680	24550	IM IM S S	P R C P R C	X N 21600 X 250 2400						X							2		STATE
11094 A	MAH	IR80	5.05	8.127	4.73	7.612	UPGRADE ROADWAY TO INCLUDE WIDENING AND REPLACEMENT OF PAVEMENT TO 6 LANES, WIDEN 11 BRIDGES - EAST OF IR680 TO 1.0 MILE EAST OF GIRARD EAST CORP. LIMIT	51200	IM NH S	C C C	21915 C 19480 7305						X							11		STATE

P I D #	C O U N T Y	R O U T E	S E C T I O N	S E C T I O N	L E N G T H	L E N G T H	LOCATION AND TERMINI	T O R O S A J L E C T (000's)	P C O S T E D S O F	T F U N D E S	P H A S E	FEDERAL FUND USE BY PHASE FOR FEDERAL PRO- JECTS, STATE FUND USE FOR NON-FEDERAL PROJECTS				DESCRIPTION OF WORK										S P O N S O R
												(000's)				S A F E T Y	A D D I T I O N A L	R E C O N S T R U C T I O N	R E S U R F A C I N G	N E W C O N S	R E S T A R E A	B R I D G E S	M I S C E L L			
AIR A/E			mi	km	mi	km																				
11933 E	MAH	US224	0.10	0.161	0.12	0.193	2.78 MILES WEST OF SR534 - REHABILITATE BRIDGE OVER BERLIN RESERVOIR INCLUDING DECK REPLACEMENT #087-92 STATE STP	3725	STP STP STP S S S	P R C P R C		2560 525 640											1		STATE	
13038 E	MAH	US224	20.52	33.023	0.16	0.257	0.06 MILES EAST OF SR616 REPLACE 250' BRIDGE OVER YELLOW CREEK IN POLAND VILLAGE #066-93	3195	DPI DPI DPI NH NH NH S S S	P R C P R C P R C	X N 550 X N 1638 X N 547											1		STATE		
E	MAH	SR289					YOUNGSTOWN - MARTIN LUTHER KING BOULEVARD FROM US422 TO FIFTH AVENUE - RECONSTRUCTION #079-93 MPO STP C	1500	STP STP L L L	P R C P R C	N N 1200 N N 300						X					0		YNGST.		
12172 E	MAH	SR534	3.33	5.359	0.30	0.483	RELOCATION OF SR534 TO REDUCE INTERSECTION SKEW WITH SR14 STATE STP	350	STP STP STP S S S	P R C P R C		270 15 68										0		STATE		

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P I D #	C O U N T Y	R O U T E	S E C T I O N	S E C T I O N	L E N G T H	L E N G T H	LOCATION AND TERMINI	T O T A L C O S T A J T L E C T (000's)	T Y P E O F F U N D S	P H A S E	FEDERAL FUND USE BY PHASE FOR FEDERAL PRO- JECTS. STATE FUND USE FOR NON-FEDERAL PROJECTS				DESCRIPTION OF WORK								S P O N S O R
											(000's)				S U P P L Y	A D D I T I O N A L	R E E S T A B L I S H M E N T	N E W C O N S T R U C T I O N	B R I D G E S	M I S C E L L A N E O U S			
AIR A/E			mi	km	mi	km																	
13811	MAH	IR680	0.33	0.531	0.06	0.097	1.74 MILES WEST OF YOUNGSTOWN WEST CORP. LIMIT - REHAB 229' AND 217' BRIDGES OVER WATER MAIN R/W	1645	IM IM IM S S S	P R C P R C	1480									2		STATE	
13090 E	MAH	IR680	4.29	6.904	0.13	0.209	0.15 MILES EAST OF STEEL STREET REHAB 260' SILLIMAN STREET BRIDGE OVER IR680 #066-93	785	IM IM IM S S S	P R C P R C	N 616 100 68									1		STATE	
7386 A	MAH TRU	SR711 SR711	0.00 0.00	0.000	3.09	4.973	IR680/SR711 INTERCHANGE TO IR80/SR11 CONSTRUCT INTERCHANGE & FOUR LANE LIMITED ACCESS HIGHWAY #075-92	31200	NH NH NH S S S	P R C P R C	24960 6240							X		1		STATE	
13138 E	MAH	SR711	0.26	0.418	0.14	0.225	0.24 MILES NORTH OF VESTAL ROAD REHAB 241' BRIDGE OVER IR680 #066-93	1200	BR BR BR S S S	P R C P R C	N 856 130 214									1		STATE	

EASTGATE DEVELOPMENT AND TRANSPORTATION AGENCY - TRANSPORTATION IMPROVEMENT PROGRAM

APPENDIX A

P I D #	C O U N T Y	R O U T E	S E C T I O N	S E C T I O N	L E N G T H	L E N G T H	LOCATION AND TERMINI	T O T A L L E C T (000's)	P R O J E C T S	P H A S E	FEDERAL FUND USE BY PHASE FOR FEDERAL PRO-JECTS, STATE FUND USE FOR NON-FEDERAL PROJECTS				DESCRIPTION OF WORK										S P O N S O R	
											(000's)				S U P P L Y	A D D I T I O N A L	R E S T A U R E	R E S T A U R E	N E W C O N S	R E S T A U R E	B R I D G E S	M I S C E L L				
AIR A/E			mi	km		km					FUTURE															
E	TRU	CH158 KING GRAVES RD.			0.00		SR46 TO SR193 - RECONSTRUCTI URBAN COLLECTOR TO STANDARD 12' LANE WIDTHS & TURN LANES AT 5 LOCATIONS TO FACILITATE NEW INTERCHANGE AT SR11	1250	STP STP STP L L L	P R C P R C	80 920					X		X								TRU.CO.
E	TRU	ELM ROAD					WARREN - RESURFACING PRINCIPAL ARTERIAL FROM US 422 TO WARREN NORTH CORP. LIMIT	1500	STP STP STP L L L	P R C P R C	N N 1200 N N 300															WARREN
12496 E	TRU TRU	SR5 SR82	6.58 14.08	10.589 22.658	11.58	18.635	CONRAIL TO SR82, SR82 FROM SR5 TO SR46 - FENCE REPLACEMENT	1400	NH NH NH S S S	P R C P R C	1120 280											0	X			STATE
13100 E	TRU	SR5	12.02	19.343	0.07	0.1126	0.08 MILES WEST OF PERKINS JONES ROAD REHAB TWIN 141' BRIDGES OVER PENN CENTRAL RR #066-93	1065	NH NH NH S S S	P R C P R C	N N 756 120 N 189											2				STATE
13173 E	TRU	SR5	26.55	4272.6	0.11	0.1770	0.54 MILES EAST OF SR88 REPLACE 30' PENN CENTRAL RR BRIDGE OVER SR5 #066-93 STATE STP C	520	STP STP STP S S S	P R C P R C	N N 328 100 N 82											1				STATE
13835 E	TRU	SR11	7.97	12.826	0.15	0.2413	1.62 MILES SOUTH OF SR82 REHAB 287' NILES VIENNA ROAD BRIDGE OVER SR11	1005	NH NH NH S S S	P R C P R C	N N 700 120 N 175											1				STATE

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P I D #	C O U N T Y	R O U T E	S E C T I O N	S E C T I O N	L E N G T H	L E N G T H	LOCATION AND TERMINI	T O T A L L E C T (000's)	P R O J E C T S O F	F U N D S	P H A S E	FEDERAL FUND USE BY PHASE FOR FEDERAL PRO-JECTS, STATE FUND USE FOR NON-FEDERAL PROJECTS				DESCRIPTION OF WORK												S P O N S O R
												(000's)				S U P E R A D J U S T I C E	A P P R O P R I A T E	R E C O N S T R U C T I O N	R E S T A U R E	N E W C O N S	R E S T A R E A	B R I D G E S	M I S C E L L					
AIR A/E			mi	km		km																						
13911 E	TRU	SR11	9.96	16.028	8.93	14.371	SR82 NORTH TO SR5 PAVEMENT RECONSTRUCTION	14200	NH NH S S	P R C P R C		11360 60 2840								X			1			STATE		
5835 A	TRU	SR11	12.60	20.277	0.50	0.8046	SR11 AT KING GRAVES ROAD CONSTRUCT INTERCHANGE #074-72	2680	NH NH S S	P R C P R C	X	400 1600 X 100 400								X			1			STATE		
13574 E	TRU	SR11	20.82	33.505	7.57	12.182	SR88 TO ASHTABULA COUNTY 4 LANE RESURFACING/SAFETY UPGRADE #079-93 CONSTRUCT INTERCHANGE #074-72	7625	NH NH S S	P R C P R C		400 N 5700 100 N 1425							X							STATE		
13235 E	TRU	SR45	10.01	16.109	0.1	0.1609	0.21 MILES NORTH OF B&O RAILROAD REPLACE 49' BRIDGE OVER INFIRMARY RUN #066-93	485	NH NH S S	P R C P R C	N	316 80 N 79											1			STATE		
11062 E	TRU	SR46	2.95	4.747	0.24	0.3862	NILES - SOUTH MAIN STREET BETWEEN FIRST AND WATER STREETS - REPLACE VIADUCT #004-92, #077-92	6050	DPR DPR BR BR S S	P R C P R C	X	40 1660 X 2340 X 10 1000											1	X		STATE		
12835 E	TRU	US62	4.81	7.7407	0.07	0.1126	0.28 MILES NORTH OF HUBBARD NORTH CORP. LINE REPLACE 62' AND 68' BRIDGES OVER LITTLE YANKEE CREEK #066-93	1300	NH NH S S	P R C P R C	N	880 200 N 220											2			STATE		

EASTGATE DEVELOPMENT AND TRANSPORTATION AGENCY - TRANSPORTATION IMPROVEMENT PROGRAM

P I D #	C O U N T Y	R O U T E	S E C T I O N	S E C T I O N	L E N G T H	L E N G T H	LOCATION AND TERMINI	T O T A L C O S T (000's)	T Y P E O F	P H A S E	FEDERAL FUND USE BY PHASE FOR FEDERAL PRO- JECTS, STATE FUND USE FOR NON-FEDERAL PROJECTS (000's)				DESCRIPTION OF WORK										S P O N S O R
											FUTURE				S U P P L Y	A D D I T I O N A L	R E C O N S T R U C T I O N	R E S U R F A C E	N E W C O N S T R U C T I O N	R E S T A R E A	B R I D G E	M I S C E L L			
11095 A	TRU	IR80	4.03	6.4854	5.53	8.8994	1.00 MILE EAST OF GIRARD CORP. LIMIT TO 1.59 MILES EAST OF BELL WICK ROAD - UPGRADE AND REPLACE PAVEMENT - WIDEN TO 6 LANES	46700	IM IM IM NH NH NH S S S	P R C P R C P R C	945 20070 840 N 17840 315 N 6690					X						6		STATE	
12356 E	TRU	IR80	10.57	17.010	0.00		EAST OF US62 CONSTRUCT NEW REST AREA AND WEIGH STATION	11750	NH NH NH S S S	P R C P R C	720 405 9450 80 40 1050								X		0			STATE	
13150 E	TRU	SR88	21.95	35.324	0.03	0.0482	0.88 MILES WEST OF SR7 REHAB 31' BRIDGE OVER MILL CREEK STATE STP C	242	STP STP STP S S S	P R C P R C	N 145 50 N 36											1		STATE	
13067 E	TRU	SR305	16.78	27.004	0.09	0.1448	1.4 MILES EAST OF SR46 REHAB 195' BRIDGE OVER SR11 #066-93 STATE STP C	880	STP STP STP S S S	P R C P R C	N 624 100 N 156											1		STATE	
E	TRU	US422 SOUTH STATE STREET			1.29	2.0759	GIRARD - RESURFACING PRINCIPAL ARTERIAL FROM I80 SOUTH TO GIRARD CORP LIMITS.	191	STP STP STP S S S	P R C P R C	153						X							GIRARD	

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P I D #	C O U N T Y	R O U T E	S E C T I O N	S E C T I O N	L E N G T H	L E N G T H	LOCATION AND TERMINI	T O R A L J E C T (000's)	C O S T P N E D S O F	F U N D S E	P H A S E	FEDERAL FUND USE BY PHASE FOR FEDERAL PRO- JECTS, STATE FUND USE FOR NON-FEDERAL PROJECTS (000's)				DESCRIPTION OF WORK								S P O N S O R
												FUTURE				S U P A F E R T Y	A P D C O U / A S N T E R	R E E S S U / R R E F H B	N E W C O N S	R E S T A R E A	B R I D G E S	M I S C E L L		
9004 E	TRU	SR534	4.02	6.489	0.30	0.4827	MAPLE TO BROAD STREET - ROADWAY IMPROVEMENTS #024-89 MPO STP C	261	STP STP L L S	P R C P R C	N N 208 N N 52						X				0		NEWTON FALLS	
7904 E	TRU	SR534	15.06	24.236	0.53	0.8529	REPLACE ON NEW ALIGNMENT - RELOCATE SR534 TO EAST, NEW 2 LANE FACILITY STATE ROAD TO COUNTY LINE ROAD #022-90 STATE STP C	977	STP STP S S S	P R C P R C	X N 496 X N 124										1		STATE	

APPENDIX B

LOCAL SPONSORS/ODOT OPERATION AND MAINTENANCE (O&M) EXPENDITURES FOR EXISTING FACILITIES

EDATA's TIP provides a comprehensive listing of transportation improvements for implementation over the next four years including but not limited to: four lane/two lane resurfacing, safety upgrades, signal replacements, bridge replacements, and rehabilitation projects that have funds programmed specifically for various system maintenance/operational needs; utilizing 90% of TIP funding. EDATA asserts that based on available financial resources, the existing highway system is being maintained satisfactorily.

EDATA solicited additional O&M commitments, based on existing and/or historic demands, from all project sponsors in EDATA's TIP. Appendix B shows O&M expenditures for Mahoning and Trumbull counties aggregated by column item title entries for each project and grouped according to local sponsor. Although this is a first time effort to generate a sufficient O&M expenditure table, Official guidelines and/or criteria for the actual O&M effort have not been developed. These guidelines will be required in order to keep all O&M procedures consistent between the MPO's, Districts, and Local Sponsors of projects listed in the TIP. The total dollar amounts shown represent O&M expenditures to existing facilities. No percent ratio, comparing proposed improvements to existing conditions were attempted. It should also be noted that because of various methodologies of extracting O&M expenditures, dollar amounts for column item titles may vary along similar route types through various jurisdictions, thereby making dollar comparisons by linear mile inconsistent. Once guidance is issued, and all sponsors are subject to the same methodologies, similarities along the same route through different jurisdictions may be realized.

A partial list of O&M costs for the Western Reserve Transit Authority (WRTA) taken from Chapter 3, WRTA Financial Capacity Statement, Table 11 - page 37. Other substantial costs, salaries/wages, utilities, insurance, etc., were not extracted for this effort, nevertheless, are occurring O&M expenditures for the WRTA.

EDATA also supports documentation for the Capital Improvement Report (CIR) for each community in the Ohio Public Works District 6 that participates in either State Issue 2 or the Local Transportation Improvement Program (LTIP). The first step in developing the CIR is the preparation of a thorough inventory of all eligible infrastructure under an entities ownership and maintenance. The inventory includes a detailed list of individual components; highways, bridges, culverts, water supply, water distribution, waste systems, waste collection and storm-water sewer management, and the condition and needed repairs of those components. As part of the inventory an applicant must consider the condition of the infrastructure as well as repair and replacement costs. Inventories by community and inventories by infrastructure type are open for review at the EDATA offices.

Also included is ODOT District Four's FY97 Draft Bridge Program, Draft Bridge Maintenance, and Draft Maintenance Contracts, by Counties. Project descriptions for various types of work are based on existing facility expenditures. Programs can be applied to the State's Maintenance of Effort (MOE) calculation to determine the total credit for non-federal transportation capital expenditures for a given application period (for informational purposes only).

EASTGATE DEVELOPMENT AND TRANSPORTATION AGENCY - TRANSPORTATION IMPROVEMENT PROGRAM

LOCAL SPONSORS - 1995 OPERATIONS AND MAINTENANCE (O&M) EXPENDITURES FOR EXISTING FACILITIES

O&MNEW.WK1

MAHONING COUNTY

SPONSOR	PID#	ROUTE	SECT mi	SECT km	PAVEMENT MARKINGS	SIGNING SIGNALS & LIGHTING	BRIDGE & CULVERT REPAIRS/ REPLACEMENT	SPOT PATCH PAVEMENT/ DRAINAGE	GUARDRAIL REHAB/ PAINTING	EROSION CONTROL SEEDING/ MOWING	SNOW/ CONTROL	MISC.	- 1995 EXACTED O&M ROUTE EXPENDITURE
CAMPBELL #	14451 13798	COITSVILLE SR289		0.000		\$5,532		\$1,931			\$20,669	\$1,033 h.	\$29,165
CANFIELD		US224 (CANFLD-CMAQ)			\$3,500	\$4,840		\$2,500	\$500	\$1,000	\$10,850		\$23,190
MAHONING COUNTY ENGINEERS	4280 4261 14306 14598 4225	CH18 CH18 (MAH AVE BR) CH32 (PHASE 1) CH32 (PHASE 2) CH187 (JACOBS RD BR)	0.00 0.00 0.00 0.00 1.00	0.000 0.000 0.000 0.000 1.609	\$3,500 \$635 \$1,275 \$1,385 \$14,325	\$590 \$425 \$1,385 \$14,325 \$1,610		\$10,800 \$1,000 \$10,800 \$10,800 \$2,000		\$2,500 \$2,500 \$2,500 \$2,000 \$600	\$7,300 \$4,000 \$1,450 \$2,200 \$2,000	\$2,000 a. \$1,000 a.	\$24,690 \$31,000 \$15,810 \$18,160 \$25,325
	8586 4229	CH151 (PHASE 1) CH151 (PHASE 2) CH110 CH313	0.00 0.00 0.00 0.43	0.000 0.000 0.000 0.692	\$560 \$570 \$650 \$715	\$1,610 \$500 \$235 \$715	\$6,000 \$1,000	\$1,500 \$2,000 \$1,000		\$800 \$500 \$725	\$1,100 \$1,450 \$725	\$6,000 a.	\$5,370 \$5,320 \$3,110 \$7,715
MILL CREEK PARK b.	12525	BIKE											
POLAND	14775 14340	POLAND-PED. UP US224/SR179 (CMAQ) US224 @ RIVERSIDE	0.00 20.70	0.000 33.313	\$210 \$580 \$320	\$1,200 \$4,800 \$3,500		\$100 \$300				200 c.	\$1,510 \$5,380 \$4,320
STRUTHERS	12048	ELM				\$800		\$3,000			\$4,000		\$7,800
YOUNGSTOWN	4248 6238 14860 15197 4165 12248	FIFTH AVE MARSHALL ST BR SPRING COMMON US62/SR7 US62/SR193 (SIGNAL UPCR) US62 SR289	0.00 0.000 0.00 18.86 18.35	0.000 0.000 0.000 30.351 29.531	\$1,800 \$1,500 \$300 \$9,000 \$20,000 \$1,200 \$1,300	\$4,000 \$3,800 \$800 \$22,000 \$50,000 \$2,000 \$3,500	\$2,000	\$1,000 \$2,500 \$750 \$19,000 \$1,200 \$40,000 *	\$400 \$500 \$350 \$1,000	\$500 \$350 \$1,500 \$1,500	\$3,000 \$3,500 \$1,000 \$15,000 \$3,000 \$3,500	\$2,500 a.	\$9,800 \$16,700 \$3,200 \$67,500 \$70,000 \$7,400 \$49,800

TOTAL MAHONING COUNTY O&M

\$46,900 \$126,557 \$33,000 \$112,181 \$1,900 \$14,250 \$84,744 \$12,733 \$432,265

O&M costs are combined within their 50.8 mile street network for signalization and safety upgrades.

a. required bridge inspection

b. awaiting ownership

c. curb repair

h. Road & Bridge cleaning

* Resurfaced during 1994-1995 calendar year

- Because of different methodologies of extracting O&M expenditures, dollar amounts for column item titles may vary along similar route types through various jurisdictions, thereby making dollar comparisons by linear mile inconsistent. Once guidance is issued, all sponsors will be subject to the same methodologies, similarities along the same route through different jurisdictions may be realized.

EASTGATE DEVELOPMENT AND TRANSPORTATION AGENCY - TRANSPORTATION IMPROVEMENT PROGRAM

LOCAL SPONSORS - 1995 OPERATIONS AND MAINTENANCE (O&M) EXPENDITURES FOR EXISTING FACILITIES

O&MNEW.WK1

TRUMBULL COUNTY

SPONSOR	PID#	ROUTE	SECT mi	SECT km	PAVEMENT MARKINGS	SIGNING SIGNALS & LIGHTING	BRIDGE & CULVERT REPAIRS/ REPLACEMENT	SPOT PATCH PAVEMENT/ DRAINAGE	GUARDRAIL REHAB/ PAINTING	EROSION CONTROL SEEDING/ MOWING	SNOW/ CONTROL	MISC.	1995 EXACTED O&M ROUTE EXPENDITURE
CORTLAND	12158	MAIN ST			\$300	\$350		\$1,500			\$4,000		\$6,150
	14972	WALNUT RUN PK	0.00	0.000	\$50						\$100		\$150
	12188	SR5	18.04	29.032	\$700	\$600		\$2,500			\$4,900		\$8,700
GIRARD d.	12413	LIBERTY (CMAQ)			\$200	\$3,600		\$500			\$500		\$4,800
	14881	LIBERTY	0.00	0.000								\$1,100 a.	\$1,100
	9507	W LBTY STREETSCAPE US422	19.29	31.043	\$1,000	\$2,300		\$3,000	\$200		\$2,000		\$8,500
LORDSTOWN		SR46/SALT SPRINGS ROAD (CMAQ)			\$215	\$2,027		\$180			\$200		\$2,622
HUBBARD	14311	SR7/US42			\$2,400	\$10,000		\$1,600			\$8,000		\$22,000
NEWTON FALLS	15317	WAR/RAVENNA RD	0.00	0.000	\$150	\$500		\$600		\$450	\$2,100	\$400 f.1	\$4,200
	9004	SR534	4.02	6.469	\$300	\$1,135		\$1,200			\$3,500	1150 f.2	\$7,285
NILES		SR46	0.00	0.000	\$350	\$1,000					\$5,000		\$6,350
	13398	SR46/SR169	3.18	5.118	\$1,200	\$6,000		\$4,500			\$8,000		\$19,700
	14151	US422/NYIENNA	17.81	28.682	\$200	\$1,000		\$800			\$1,500		\$3,500
TRUMBULL COUNTY ENGINEERS	11910	BELMONT	0.00	0.000		\$720				\$12		\$2,201 a.g.f	\$2,933
	4159	SUMMIT/SR45	7.96	12.810	\$160	\$35		\$1,413				\$249 h.	\$1,857
	14192	CH28								\$153	\$459		\$612
	8192	CH142				\$1,848		\$561	\$19	\$13	\$33	\$407 a.h.	\$2,681
	14148	CH329				\$936		\$421		\$381	\$33	\$588 a.h.	\$2,359
	11860	CH330A								\$13	\$18	\$152 a.	\$183
	11854	US422	11.86	19.086								\$1,094 h.	\$1,094
		CH158 KING GRAVES ROAD				\$172		\$1,577	\$204	\$656	\$743	\$247 a.h.	\$3,599
WARREN	11397	E MARKET	0.00	0.000	\$800	\$5,749		\$2,488			\$8,000		\$17,037
		ELM ROAD	0.00	0.000	\$1,479	\$10,654		\$4,611			\$14,737		\$31,481
	12624	HIGH ST			\$153	\$1,102		\$477			\$1,524		\$3,256
	12623	PARK AVE			\$527	\$3,802		\$1,645			\$5,259		\$11,233
	12622	SR45/MAHON	8.26	13.293	\$892	\$6,429		\$2,782			\$8,893		\$18,996
	7786	US422	11.56	18.604	\$888	\$4,959		\$2,146			\$6,860		\$14,653
	7792	US422 (CMAQ)	12.59	20.261	\$1,020	\$7,348		\$3,180			\$10,164		\$21,712
TRUMBULL COUNTY O&M TOTALS					\$12,784	\$72,086	\$0	\$37,681	\$423	\$1,678	\$96,523	\$7,588	\$228,743
O&M TOTALS FOR MAHONING + TRUMBULL COUNTIES					\$59,684	\$198,623	\$33,000	\$149,862	\$2,323	\$15,928	\$181,267	\$20,321	\$661,008

d. Liberty (CMAQ) has same limits as PID# 14481 Liberty - same limits, two separate projects

e. Sidewalk repair/cleaning/snow removal

f.1 Cleaning & catch basin repairs

f.2 Sweeping street & cleaning catch basin

g. Bridge analysis

h. Road & Bridge cleaning

- Because of different methodologies of extracting O&M expenditures, dollar amounts for column item titles may vary along similar route types through various jurisdictions, thereby making dollar comparisons by linear mile inconsistent. Once guidance is issued, all sponsors will be subject to the same methodologies, similarities along the same route through different jurisdictions may be realized.

EASTGATE DEVELOPMENT AND TRANSPORTATION AGENCY - TRANSPORTATION IMPROVEMENT PROGRAM

WRTA - 1995 OPERATIONS AND MAINTENANCE (O&M) EXPENDITURES FOR TRANSIT

WESTERN RESERVE TRANSIT AUTHORITY	FUEL AND LUBRICANTS	TIRES TUBES	PARTS AND SUPPLIES	OTHER SUPPLIES	CONTRACT SERVICES	OTHER SERVICES	MISC.	# TOTAL EXPENDITURES
	\$232,700	\$6,900	\$298,411	\$23,200	\$41,650	\$41,650	\$64,290	\$708,801
O&M TOTALS FOR WRTA - MAHONING COUNTY	\$232,700	\$6,900	\$298,411	\$23,200	\$41,650	\$41,650	\$64,290	\$708,801

Total expenditures for EXTRACTED O&M items
taken from the Financial Capacity Statement
does not include salaries, insurance, etc.

DISTRICT FOUR FY1997 PROGRAM

FY1997

BRIDGE PROGRAM

Project	PID	TYPE & LOCATION OF WORK	COST (000's)	EST. SALE DATE
TRU-80-1.55	9137	Rehabilitate two bridges over Mahoning River	\$7130 (\$101 ROW)	7/96
STA-62-21.51	12874	PRELIMINARY ENGINEERING ONLY	\$867	N/A
TRU-5-16.07	11925	Rehabilitate bridge over Mosquito Creek incl/ deck	\$390	11/96
MAH-170-9.75	4243	Bridge replacement - between Riverside Dr & US224	\$665 (\$10 ROW)	6/97
MAH-616-3.09	4130	PRELIMINARY ENGINEERING ONLY	\$500	7/99
MAH-14-4.53	10530	Replace bridge over Garfield Ditch	\$465 (\$10 ROW)	12/96
TRU-5-31.02	11296	Rehab bridge over Pymatuning Cr including deck repl	\$540 (\$10 ROW)	7/96
STA-93-18.15	4120	Replace bridge in Canal Fulton over Tuscarawas River	\$1991	12/96
ATB-167-8.41	11926	RIGHT OF WAY ACQUISITION ONLY	\$10 ROW	1/97
TRU-534-22.46	11605	Rehab bridge over Andrews Creek, widen and repl deck	\$250	10/96
SUM-619-0.15	8275	Rehab bridge over Mud Run	\$660 (\$70 ROW)	3/97

TOTAL FUNDS FOR FY97 = \$13,669,000.00

FY1997

BRIDGE MAINTENANCE

Project	PID	TYPE OF WORK	COST (000's)	EST. SALE DATE
TRU-88-7.03	15499	Structure Replacement & Bridge Treatment	\$382	8/96
SUM-18-0.00	16180	Structure Replacement	\$345	3/97
STA-93-11.71	16178	Structure Replacement & Bridge Treatment	\$150	3/97
MAH-14-0.00	16176	Structure Replacement & Bridge Treatment	\$185	N/A
ATB-531-9.17		Lift bridge operation	\$130	N/A
SUM-82-0.00	12747	Slide repair with retaining wall	\$350	N/A
Various Locations		Structural damage collision repair	\$150	N/A
Various Locations		Structure & Culvert repair and Replacement	\$75	N/A
Various Locations		Minor Structure & Culvert repair	\$75	N/A
Various Locations		Balance forwarded to 4L resurfacing structure treatment	\$151.575	N/A

TOTAL FUNDS FOR FY97 = \$1,993,575.00

FY1997

MAINTENANCE

Project	PID	TYPE OF WORK	COST (000's)	EST. SALE DATE
DISTRICT WIDE	16209	Herbicide Spaying	\$90	3/97
POR/TRU	16210	Mowing	\$120	3/97
SUM/POR	16211	Mowing	\$125	3/97
STA	16212	Mowing	\$45	3/97
DISTRICT WIDE	16213	Brush Cutting	\$100	N/A
ATB/TRU	16214	Guardrail ding & dent	\$350	7/96
MAH/POR	16215	Guardrail ding & dent	\$450	7/96
STA/SUM	16216	Guardrail ding & dent	\$350	7/96
DISTRICT WIDE	16217	Raised Pavement Markings	\$350	4/97
EAST HALF	16218	Pavement Markings	\$325	4/97
WEST HALF	16219	Pavement Markings	\$325	4/97
EAST HALF	16220	Pavement Markings	\$100	4/97
WEST HALF	16221	Pavement Markings	\$100	4/97
WEST HALF	16222	Loop Detector	\$200	5/97
EAST HALF	16223	Lighting	\$400	6/97

TOTAL FUNDS FOR FY97 = \$3,430,000.00

Note: Mowing contracts for ATB & MAH could be added at \$40,000 & \$50,000 ,respectively;
if needed by dropping brush cutting plan.

APPENDIX C

EDATA's STP DISTRIBUTION/PROJECT SELECTION AND PRIORITIZATION PROCESS

ODOT MAJOR/NEW PROJECT SELECTION CRITERIA

EDATA's STP DISTRIBUTION/PRIORITIZATION PROCEDURES

Programming of funding for transportation projects eligible for STP funding in Mahoning and Trumbull Counties is the responsibility of EDATA acting upon the recommendation of the EDATA Technical Advisory Committee (TAC) and Citizens Advisory Board (CAB). The General Policy Board (GPB) of EDATA, by resolution of the Board, approves the final TIP prior to its submittal to ODOT, FHWA, and FTA.

Due to the limited amount of federal aid funding available, a process to review and select projects to be included in the TIP is required. To insure that project requests are treated consistently, the following policies are followed:

1. STP funds are available for use on any eligible routes in Mahoning and Trumbull Counties. STP funds are also available for use in other project areas as defined by the 1991 Intermodal Surface Transportation Efficiency Act (ISTEA). These include, but are not limited to, carpool and vanpool projects, bikeways, enhancement projects, and capital costs for transit projects.
2. With respect to highway and bridge projects, STP funds are available for construction, reconstruction, resurfacing, restoration, rehabilitation, and operational improvements.
3. Right-of-way acquisition costs and costs required to complete studies under preliminary engineering phases will be considered for STP funding. Approval will be subject to funding availability.
4. Priority will be given to projects on EDATA's Long and Short Range Plans.
5. The Ohio Department of Transportation has an established policy by which project funds are obligated. Any project listed in the first three years of the TIP may be authorized for funding. For any project phase that is proposed to proceed to federal authorization outside of the year that it is shown on the TIP, a letter of concurrence will be secured from the affected Metropolitan Planning Organization (EDATA).
6. Projects will be added to the TIP only as a result of TAC recommendation to the General Policy Board in response to the requesting agency. Major scope revisions of an approved project may be changed with the approval of the General Policy Board and the recommendation of the TAC. Formal TIP amendments will be limited to the annual update of the TIP unless circumstances require an interim amendment.
7. The status of the STP program will be reviewed by the TAC based on data provided by the staff on a continuing basis. Programmed projects will be reviewed twice a year during meetings with ODOT, EDATA staff, and local project sponsors.

EDATA's PROJECT SELECTION AND PRIORITIZATION

Projects will be drawn from the short and long range planning process including short range management system studies, the current Long Range Transportation Plan, transit and paratransit plans, air quality state implementation plans, bikeway and rideshare studies, and the recommendations of local and state governments and citizens.

Project selection will include consideration of:

1. The need for the proposed improvement.
2. The urgency of the project and the need to implement the project as quickly as possible as in the case of repairing or replacing a bridge or highway section that will be closed without the project.
3. The cost of the improvement and the availability of local match to implement the project.
4. The overall goals and objectives of the region and alternative approaches to project construction.
5. The social, economic and environmental impacts of the project.
6. Project schedules for preliminary development, right-of-way acquisition, and construction. This will include consideration of the commitment of the project sponsor to implement the project.

In the early 90's EDATA developed a Project Selection and Prioritization Process. The Prioritization process was initially created to assist in the "ranking" of projects with respects to specific criteria and utilizes a point system. The process was developed to assist in deciding which projects would be funded if a situation would occur involving more projects then available funding, possibly jeopardizing a project that would normally be ready to proceed to sale.

To date it has not been necessary to invoke this procedure and although this approach awards points to differentiate between similar projects, "readiness to proceed" is the main driver. The Project Selection and Prioritization Process will be enhanced for EDATA's 2020 Long Range Transportation Plan, from which the TIP element is drawn, and, is required as stated in the 23 CFR 450.324(d).

In addition to the prioritization process, all locally sponsored projects included in the TIP will be "tracked" as to the progress of their project(s) developmental activities. If milestones have been completed, additional points can be added towards the project prioritization process. The main goal of tracking projects is to remind local sponsor of necessary project milestones and to avoid having the project being moved back to "plan" status.

Shown on the following pages is an **example** of prioritizing projects for the FY1997-FY2000 TIP. This was a minimal exercise to test this approach and will need refining. As mentioned previously, it has not been necessary to activate this procedure, therefore, the priority list shown for FY97 has not been endorsed by EDATA's GPB. The Selection and Prioritization process is shown after the FY 97-FY2000 lists.

The FY97 Prioritization list shows all of the projects for that FY. Similar lists are also shown (not prioritized) for each FY year up to the FY2000. Points were awarded to each project based on set criteria, assumptions were made and noted. Project developmental activities were also considered. The points for each project were totaled and sorted using the "Total Points" column as the primary sort in descending order, with the highest ranking projects sorted to the top half of the list.

Comparisons were then made to EDATA's FFY1996 Obligation Status Summary sheet indicating obligated projects subject to sale within the FFY96 (October 1995 - September 1996). Results show that the projects ranked using EDATA's Prioritization Process produced a fairly reliable sort for the FY97 priority list, however, additional criteria will be developed to reduce tied rankings. Projects on the FY97 Prioritized list that would not be implemented would be moved into the first year of the FY98-FY2001 TIP development process. Those projects would then be evaluated in the same manner as the FY97 Priority List.

As noted on the FFY 1996 Obligation Status Summary sheet, obligations for older "Federal Projects" from the 1970's and 1980's are now being finalled (asterisk). These projects may add (shown as (\$xxx) on the table) or subtract funds from our current obligation ceiling. These projects also supersede projects already ranked for priority.

ODOT's MAJOR NEW PROJECT SELECTION CRITERIA

ODOT's selection criteria is shown at the end of this Appendix.

EDATA FY97 TO FY2000 TIP PROJECT PRIORITIZATION LIST FOR FY97

EVALUATION CRITERIA POINTS FOR PROJECT PRIORITIZATION
REFERRING TO PROJECT PRIORITY PROCEDURES FOR POINT CRITERIA

RANK	PID#	CNTY	ROUTE	SECT mi	TYPE FUNDS	PHASE	FY97										POINTS BASED ON READINESS TO PROCEED					TOTAL POINTS
								1	2	3	*4	*5	*6	a.7	b.8	*9	c.10	d.11	e.12	f.13	g.14	
1		MAH	PROJECT EXPEDITER	0.00	STPM	P	\$63	5	0	0	0	0	5	0	2	0	35	30	12	0	15	104
2		MAH	VAN SUBSIDY	0.00	CMAQMPO	P	\$25	5	0	0	0	0	5	0	2	0	35	30	12	0	0	89
3		MAH	ORIGIN/DESTINATION		STPM	P	\$140	5	0	0	0	0	5	5	2	0	35	30	7	0	0	89
4	9304	MAH	US 224	13.66	CMAQMPO	C	\$1,500	5	0	0	1	5	5	1	2	0	0	30	7	20	0	76
5	4261	MAH	CH 18	0.00	BR	C	\$5,510	5	0	5	1	5	5	1	2	0	0	30	12	0	0	66
6	8804	TRU	SR 46	5.50	STPS	C	\$3,280	5	0	0	1	5	5	1	2	5	0	30	9	0	0	63
7	4159	TRU	SUMMIT/SR45	7.96	STPM	C	\$877	5	0	5	0	3	5	1	2	1	0	30	11	0	0	63
	4159	TRU	SUMMIT/SR45	7.96	NH	C	\$2,110	5	0	5	0	3	5	1	2	1	0	30	11	0	0	63
8	7792	TRU	US 422	12.59	CMAQMPO	C	\$645	5	0	0	1	5	5	1	2	0	0	30	13	0	0	62
9	11860	TRU	CH 330A		BR	C	\$405	5	0	5	0	1	5	5	2	0	0	30	7	0	0	60
10	4225	MAH	CH 187	1.00	BR	C	\$1,360	5	0	5	0	1	5	1	2	0	0	30	10	0	0	59
11	15197	MAH	US 62/SR7		STPM	C	\$480	5	0	0	0	5	5	3	2	0	0	30	9	0	0	59
12	7786	TRU	US 422	11.56	STPM	C	\$352	5	0	0	0	5	5	5	2	0	0	30	7	0	0	59
13	15568	TRU	FREEDOM SEC COR		STPM	R	\$200	5	0	0	0	0	5	1	2	3	0	30	12	0	0	58
	15568	TRU	FREEDOM SEC COR		STPS	R	\$840	5	0	0	0	0	5	1	2	3	0	30	12	0	0	58
14	10059	TRU	SR 88	4.31	STPS	C	\$292	5	0	0	0	2	3	5	2	0	0	30	9	0	0	56
15		TRU	LEAVITTS/NWARREN CONNECT		STPS	C	\$371	5	0	0	0	0	5	5	2	2	0	30	7	0	0	56
		TRU	LEAVITTS/NWARREN CONNECT		STPM	C	\$104	5	0	0	0	0	5	5	2	2	0	30	7	0	0	56
16	11296	TRU	SR 5	31.02	BR	C	\$432	5	0	5	0	2	3	3	2	0	0	30	6	0	0	56
17	9717	TRU	SR 46	1.69	STPS	C	\$157	5	0	0	0	2	4	5	2	0	0	30	7	0	0	55
18	12413	TRU	LIBERTY		STPM	C	\$568	5	0	0	0	1	5	5	2	0	0	30	7	0	0	55
19	12413	TRU	LBTY SOFT MTCH		STPM	C	\$40	5	0	0	0	1	5	5	2	0	0	30	7	0	0	55
20	14311	TRU	SR 7/US62		STPM	C	\$200	5	0	0	0	3	5	5	2	0	0	30	5	0	0	55
21	11854	TRU	US 422	11.86	BR	C	\$924	5	0	5	0	5	3	1	2	0	0	30	3	0	0	54
22	9137	TRU	IR 80	1.55	IM	C	\$6,429	5	0	0	1	5	3	1	2	0	0	30	6	0	0	53
23	6100	MAH	US 62	11.20	STPS	C	\$140	5	0	0	0	1	3	5	2	0	0	30	5	0	0	51
24	12158	TRU	MAIN STREET		STPM	C	\$536	5	0	0	0	2	5	3	2	0	0	30	3	0	0	50
25	11925	TRU	SR 5	16.07	BR	C	\$312	5	0	5	0	2	2	1	2	0	0	30	2	0	0	49
26	4165	MAH	US 62/SR193	18.86	STPM	C	\$974	5	0	0	0	2	2	1	2	0	0	30	3	0	0	45
27	12525	MAH	BIKE		STPM	R	\$120	5	0	0	0	0	2	1	2	0	0	0	0	20	15	45
28	14775	MAH	POI AND PED.UP	0.00	STPS	C	\$60	5	0	0	0	0	2	0	2	0	0	0	0	20	15	44
29		MAH	RIVERSIDE-PED.WALKWAY	0.00	STPS	C	\$297	5	0	0	0	0	5	5	2	0	0	0	0	10	15	42
30		MAH	PAHAPET STONE BRIDGE	0.00	STPS	C	\$202	5	0	0	0	0	5	5	2	0	0	0	0	10	15	42
31	10958	MAH	SR 185	10.21	STPS	C	\$62	5	0	0	0	1	3	0	2	0	0	30	1	0	0	42
32	14860	MAH	SPRING COMMON	0.00	STPS	C	\$79	5	0	0	0	0	2	0	2	0	0	0	0	15	15	39
33	14972	TRU	WALNUT RUN PK	0.00	STPS	C	\$40	5	0	0	0	1	5	5	2	0	0	0	0	5	15	38
	14972	TRU	WALNUT RUN PK	0.00	STPM	C	\$80	5	0	0	0	1	5	5	2	0	0	0	0	5	15	38
34	4248	MAH	FIFTH		STPM	R	\$36	5	0	0	0	2	5	5	2	3	0	0	0	15	0	37
35	8192	TRU	CH CH142		BR	C	\$620	5	0	5	0	0	2	3	2	0	0	0	0	20	0	37
36	4243	MAH	SR 170	9.75	BR	C	\$532	5	0	5	0	3	4	3	2	0	0	0	0	15	0	37
37	13398	TRU	SR 46/SR169	3.18	STPM	C	\$1,144	5	0	0	1	3	3	1	2	0	0	0	0	20	0	35
38	14451	MAH	COITSVILLE		STPM	C	\$400	5	0	5	0	2	3	3	2	0	0	0	0	15	0	35
39	11605	TRU	SR 534	22.46	BR	C	\$200	5	0	0	0	1	2	5	2	0	0	0	0	20	0	35
40	12048	MAH	ELM		STPM	C	\$213	5	0	0	0	0	3	5	2	0	0	0	0	20	0	35
41	4260	MAH	CH 18	0.00	STPC	C	\$912	5	0	0	0	4	4	1	2	0	0	0	0	15	0	31
42	6109	TRU	SR 45	9.22	STPS	C	\$639	5	0	0	0	3	2	3	2	0	0	0	0	15	0	30
43		MAH	US 224 (CANFLD)		CMAQMPO	C	\$275	5	0	0	0	4	5	5	2	0	0	0	0	5	0	26
44		TRU	LIBERTY		CMAQMPO	C	\$160	5	0	0	0	1	5	5	2	0	0	0	0	5	0	23
45		TRU	ELM ROAD	0.00	STPM	P	\$150	5	0	0	0	3	4	1	2	3	0	0	0	0	0	18
46	10530	MAH	SR 14	4.53	BR	C	\$372	5	0	0	0	2	3	3	2	0	0	0	0	0	0	15
47	12188	TRU	SR 5	18.04	NH	C	\$1,440	5	0	0	0	2	4	1	2	0	0	0	0	0	0	14

ASSUMPTIONS:

* ESTIMATED

a. BASED ON TOTAL PROJECT COST

b. THIS INFORMATION WOULD NEED TO BE DISAGGREGATED BY COMMUNITY-ASSUMED EQUAL DISTRIBUTION FOR THIS EXERCISE.

c.10 PROJECTS FOR PROGRAM MANAGEMENT-NOT SUBJECT TO DEVELOPMENTAL MILESTONES. 35pts

d. PROJECTS WITH SALE IMMINENT DATES-30pts.

e. SALE DATE CAN EQUAL 12 POSSIBLE pts. WITH EARLIST DATES RECEIVING HIGHEST pts; JAN = 12pts, FEB = 11pts, ETC.

IF SALE DATE WAS 1995, I.e., DEC 95, pts = 13

f. PROJECTS SUBJECT TO DEVELOPMENTAL MILESTONES-UP TO 20 POSSIBLE pts. FOR 1995/1996 MILESTONES

BASED ON ODOT'S PROJECT SCREEN SUMMARY 12/95

g. NON-MOTORIZED pts. = 15pts.

PID	COUNTY	Project	Transaction	Obligation Date	STP, DSB, RF & CM/AQ	TYPE FUNDS	MA
Obligation Incurred and Projected Obligations as of 3/15/96:							
	MAH	PROJECT EXPEDITER	PE AUTHORIZATION	06-00-96	\$63,000	STP P	\$0
	MAH/TRU	ORIGIN & DESTINATION SURVEY	PE AUTHORIZATION	06-00-96	\$140,000	STP P	\$0
	MAH	RIDESHARE VAN SUBSIDY	PE AUTHORIZATION	06-00-96	\$25,000	STP P	\$0
2847	MAH	FIFTH AVENUE	PA MOD-PE	11-13-95	(\$58,978)	STP P	\$0
2850	MAH	HIMROD AVENUE	PA MOD-PE	11-13-95	\$23,969	STP P	\$0
M-95	MAH	MAH-RAILROAD STUDY	FV-PE	02-06-96	(\$17,113)	STP P	\$0
4261	MAH	CH18 MAHONING AVENUE	PA CONS	01-10-96	\$1,223,950	STP C	\$0
4261	MAH	CH18 MAHONING AVENUE	PA MOD-PE	01-10-96	(\$56,250)	STP P	\$0
6378	MAH	CH18 MAHONING AVENUE	PA MOD-CONS	01-24-96	\$30,000	STP C	\$0
1894	MAH	US62	PA MOD-PE	02-02-96	\$325,000	STP P	\$0
15197	MAH	US62/SR7	SALE	05-00-96	\$480,000	STP C	\$0
M-75	MAH	SR289	FV	03-05-96	(\$31,500)	STP P,R,C	\$0
	TRU	LEAVITTSBURG/N. WARREN CONNECTIONS	SALE	06-00-96	\$104,000	STP C	\$0
15296	TRU	E. MARKET STREET	PA-CONST	10-25-95	(\$34,744)	STP C	\$0
11397	TRU	E. MARKET STREET	PS&E-CONS	04-24-96	\$1,362,944	STP C	\$0
T-53	TRU	MARKET STREET	FV-PE	02-27-96	\$46,939	STP P	\$0
15568	TRU	FREEDOM SECONDARY	AUTHORIZATION	UNS	\$200,000	STP R	\$0
12413	TRU	LIBERTY STREET	SALE	06-00-96	\$568,000	STP C	\$0
12413	TRU	LIBERTY STREET		06-00-96	\$40,000	STP SFT MTCH	\$0
4159	TRU	SUMMIT STREET	PA MOD-PE	02-02-96	\$200,000	STP C TRANS	\$0
14311	TRU	SR7/US62/SR304	SALE	08-00-96	\$200,000	STP G	\$0
11382	TRU	SR46	FV	03-05-96	\$5,758	STP C	\$0
4151	TRU	US422/MARKET STREET	PA MOD	03-11-96	\$40,000	STP C	\$0
7792	TRU	US422	PA-CONS	02-07-96	\$381,240	#MPO CMAQ	\$0
7792	TRU	US422	PS&E-CONS	12-00-95	\$644,760	MPO CMAQ	\$0
7792	TRU	US422	PA MOD-PE	02-07-96	\$56,000	STP P	\$0
7786	TRU	US422	SALE	06-00-96	\$352,000	STP C TRANS	\$0
NET OBLIGATIONS SUM					\$6,313,975		\$0
# CMAQ DRAW AUTHORIZED (1/25/96)							

* Older Federal Projects from the 1970's - 1980's that are being finalled. These projects may add (shown as (\$xxx)) or subtract funds from our current obligation ceiling. These projects also supersede projects already ranked for priority.

FY97 TO FY2000 TIP PROJECT LIST FOR FY98 (NOT PRIORITIZED)

PID#	CNTY	ROUTE	SECT mi	TYPE FUNDS	PHASE	FY98
11910	TRU	BELMONT	0.00	BR	C	\$180
11910	TRU	BELMONT	0.00	DPR	C	\$1,200
4248	MAH	FIFTH		STPM	C	\$232
12624	TRU	HIGH ST		STPM	C	\$400
12158	TRU	MAIN STREET	18.86	STPM	C	\$536
6238	MAH	MARSHALL		BR	C	\$960
12623	TRU	PARK AVE		STPM	C	\$584
	MAH	PROJECT EXPEDITER	0.00	STPM	P	\$63
	MAH	VAN SUBSIDY	0.00	CMAQMPO	P	\$25
6266	TRU	SR 11	3.40	NH	C	\$8,000
8567	MAH	SR 11	0.00	NH	C	\$2,400
14192	TRU	CH28		STPM	P	\$80
12622	TRU	SR 45/MAHON	8.26	STPM	C	\$500
11096	TRU	IR 80	9.58	IM	C	\$7,425
8738	MAH	IR 80	0.27	IM	C	\$990
14340	MAH	US 224	20.70	STPM	C	\$75
	MAH	US 224/SR170		CMAQMPO	C	\$298
13798	MAH	SR 289		STPM	C	\$1,120
8643	MAH	SR 289	7.33	BR	C	\$428
4229	MAH	CH313	0.43	HDP	R	\$1,000
14148	TRU	CH329		STPM	P	\$80
9507	TRU	US 422	19.29	STPM	C	\$160

ASSUMPTIONS:

* ESTIMATED

a. BASED ON TOTAL PROJECT COST

b. THIS INFORMATION WOULD NEED TO BE DISAGGREGATED BY COMMUNITY-ASSUMED EQUAL DISTRIBUTION FOR THIS EXERCISE.

c.10 PROJECTS FOR PROGRAM MANAGEMENT-NOT SUBJECT TO DEVELOPMENTAL MILESTONES. 35pts

d. PROJECTS WITH SALE IMMINENT DATES-30pts.

e. SALE DATE CAN EQUAL 12 POSSIBLE pts. WITH EARLIST DATES RECEIVING HIGHEST pts; JAN = 12pts, FEB = 11pts, ETC.

IF SALE DATE WAS 1995, i.e., DEC 95, pts = 13

f. PROJECTS SUBJECT TO DEVELOPMENTAL MILESTONES-UP TO 20 POSSIBLE pts. FOR 1995/1996 MILESTONES
BASED ON ODOT'S PROJECT SCREEN SUMMARY 12/95

g. NON-MOTORIZED pts. = 15pts.

EVALUATION CRITERIA POINTS FOR PROJECT PRIORITIZATION
REFERRING TO PROJECT PRIORITY PROCEDURES FOR POINT CRITERIA

1	2	3	*4	*5	*6	a.7	b.8	*9	POINTS BASED ON READINESS TO PROCEED					TOTAL POINTS
									c.10	d.11	e.12	f.13	g.14	

Projects on the FY97 Prioritized list that would not be implemented would be moved into the FY98 project list. All projects would then be evaluated and ranked in the same manner as the FY97 Priority List.

FY97 TO FY2000 TIP PROJECT LIST FOR FY99 (NOT PRIORITIZED)

EVALUATION CRITERIA POINTS FOR PROJECT PRIORITIZATION
REFERRING TO PROJECT PRIORITY PROCEDURES FOR POINT CRITERIA

PID#	CNTY	ROUTE	SECT mi	TYPE FUNDS	PHASE	FY99
	MAH	PROJECT EXPEDITER	0.00	STPM	P	\$63
11931	TRU	SR5	3.39	STPS	C	\$720
11613	TRU	SR5	10.44	NH	C	\$2,000
14306	MAH	CH32	0.00	STPM	C	\$2,979
	TRU	SR45/SALT SPRINGS		CMAQMPO	C	\$125
14974	MAH	SR46	14.52	STPS	C	\$270
	TRU	SR46	0.00	STPM	C	\$40
12248	MAH	US62	18.35	STPM	R	\$400
11044	TRU	SR82	25.24	BR	C	\$3,297
11044	TRU	SR82	25.24	NH	C	\$824
11317	TRU	SR88	23.38	STPS	C	\$696
16018	MAH	CH151	0.00	STPM	C	\$2,050
4229	MAH	CH313	0.43	HDP	C	\$2,950
4229	MAH	CH313	0.43	DP	C	\$13,200
4229	MAH	CH313	0.43	BR	C	\$3,350
14151	TRU	US422/NVIENNA	17.81	STPM	C	\$1,308
12681	MAH	IR 680	0.00	IM	C	\$4,950

1	2	3	*4	*5	*6	a.7	b.8	*9	POINTS BASED ON READINESS TO PROCEED					TOTAL POINTS
									c.10	d.11	e.12	f.13	g.14	

Projects on the FY98 Prioritized list that would not be implemented would be moved into the FY99 project list. All projects would then be evaluated and ranked in the same manner as the FY97 Priority List.

ASSUMPTIONS:

* ESTIMATED

a. BASED ON TOTAL PROJECT COST

b. THIS INFORMATION WOULD NEED TO BE DISAGGREGATED BY COMMUNITY-ASSUMED EQUAL DISTRIBUTION FOR THIS EXERCISE.

c. 10 PROJECTS FOR PROGRAM MANAGEMENT-NOT SUBJECT TO DEVELOPMENTAL MILESTONES. 35pts

d. PROJECTS WITH SALE IMMINENT DATES-30pts.

e. SALE DATE CAN EQUAL 12 POSSIBLE pts. WITH EARLIST DATES RECEIVING HIGHEST pts; JAN = 12pts, FEB = 11pts, ETC.

IF SALE DATE WAS 1995, i.e., DEC 95, pts = 13

f. PROJECTS SUBJECT TO DEVELOPMENTAL MILESTONES-UP TO 20 POSSIBLE pts. FOR 1995/1996 MILESTONES

BASED ON ODOT'S PROJECT SCREEN SUMMARY 12/95

g. NON-MOTORIZED pts. = 15pts.

FY97 TO FY2000 TIP PROJECT LIST FOR FY2000 (NOT PRIORITIZED)

PID#	CNTY	ROUTE	SECT mi	TYPE FUNDS	PHASE	FY2000
12525	MAH	BIKE		STPS	C	\$2,500
14881	TRU	W LBTY STREETSCAPE	0.00	STPM	C	\$52
	TRU	WAR/RAVENNA RD	0.00	STPM	C	\$158
14192	TRU	CH28		STPM	C	\$720
12248	MAH	US 62	18.35	STPM	C	\$696
9810	MAH	IR 76/80	7.01	IM	C	\$6,030
10060	TRU	IR 80	7.99	MAS	C	\$585
14148	TRU	CH329		STPM	C	\$840
9507	TRU	US 422	19.29	STPM	C	\$1,440
4130	MAH	SR 616	3.09	BR	C	\$1,928
4130	MAH	SR 616	3.09	DPR	C	\$1,200

EVALUATION CRITERIA POINTS FOR PROJECT PRIORITIZATION
REFERRING TO PROJECT PRIORITY PROCEDURES FOR POINT CRITERIA

1	2	3	*4	*5	*6	a.7	b.8	*9	POINTS BASED ON READINESS TO PROCEED	TOTAL POINTS
									c.10 d.11 e.12 f.13 g.14	

Projects on the FY99 Prioritized list that would not be implemented would be moved into the FY00 project list. All projects would then be evaluated and ranked in the same manner as the FY97 Priority List.

ASSUMPTIONS:

* ESTIMATED

a. BASED ON TOTAL PROJECT COST

b. THIS INFORMATION WOULD NEED TO BE DISAGGREGATED BY COMMUNITY-ASSUMED EQUAL DISTRIBUTION FOR THIS EXERCISE.

c. 10 PROJECTS FOR PROGRAM MANAGEMENT-NOT SUBJECT TO DEVELOPMENTAL MILESTONES. 35pts

d. PROJECTS WITH SALE IMMINENT DATES-30pts.

e. SALE DATE CAN EQUAL 12 POSSIBLE pts. WITH EARLIST DATES RECEIVING HIGHEST pts; JAN = 12pts, FEB = 11pts, ETC.

IF SALE DATE WAS 1995, i.e., DEC 95, pts = 13

f. PROJECTS SUBJECT TO DEVELOPMENTAL MILESTONES-UP TO 20 POSSIBLE pts. FOR 1995/1996 MILESTONES
BASED ON ODOT'S PROJECT SCREEN SUMMARY 12/95

g. NON-MOTORIZED pts. = 15pts.

PROJECT PRIORITY PROCEDURES

In order to carry out the policies of the General Policy Board (GPB) and to prioritize projects, a rating system of Surface Transportation Program (STP) and Minimum Allocation (MA) projects has been developed. Under this procedure, EDATA staff will evaluate each project and award points under each evaluation criteria. Points awarded to a project are tabulated and each project is ranked in order based on the point total. Upon approval of the priority list by the GPB, the STP and MA program will be revised to program each project in priority of rank as funding is available.

EVALUATION CRITERIA FOR PROJECT PRIORITIZATION

Project evaluation criteria were developed to form an objective basis for ranking projects on a priority basis. Criteria were chosen to reflect policies previously listed and to further differentiate between similar projects and to assure that the most important projects would be of a higher rank.

Listed below are the evaluation criteria and the number of points which can be awarded to a project for each criteria:

1. SHORT RANGE PLAN (TSM)

Points will be granted for projects included in TSM as follows: (Note: No points granted if project is listed in the Long Range Plan (LRP).)

Project included on the TSM.....5 points
Project not included on the TSM.....0 points

2. LONG RANGE PLAN (LRP)

Points will be granted for projects included on the LRP as follows:

Project included in the LRP
for construction prior to 1991.....10 points
Projects included in the LRP
for construction period to 1991 to 1995.....5 points
Projects included in the LRP for construction
after 1995 or not included in the LRP.....0 points

3. CRITICAL REPAIR OR REPLACEMENT

Points will be granted as follows:

Projects will repair or replace a
critical bridge or highway section
which is in danger of collapse or will
have to be closed without the project.....10 points
Replacement of a posted bridge or one which is
less than 18 feet wide or has less than
legal overhead clearance.....5 points

4. EXISTING VOLUME/CAPACITY

Points will be granted as follows:

V/C greater than 1.2.....	5 points
V/C greater than 1.0.....	3 points
V/C greater than 0.7.....	1 point
V/C equal to or less than 0.7.....	0 points

5. AVERAGE DAILY DESIGN YEAR TRAFFIC

Points will be granted as follows:

Over 25,000.....	5 points
Over 20,000.....	4 points
Over 15,000.....	3 points
Over 10,000.....	2 points
Over 5,000.....	1 point
5,000 or under.....	0 points

6. CONSTRUCTION IMPLEMENTATION

Points will be granted as follows:

Projects ready for construction: First year.....	5 points
Second year.....	4 points
Third year.....	3 points
Fourth year	2 points
Fifth year.....	1 point
After fifth year..	0 points

7. PROJECT COSTS

Points will be granted as follows:

Project cost will be \$100,000 to \$500,000.....	5 points
\$500,000 to \$1,000,000.....	3 points
Over \$1,000,000.....	1 point
Under \$100,000.....	0 points

8. EQUITABLE DISTRIBUTION OF FUNDS

Points will be granted on the basis of comparison of each community's share of STP and MA funds to each community's share of population of the urbanized area. Communities with a lower funding ratio will receive a higher priority. Possible 5 points.

9. PARTIALLY FUNDED PROJECTS

Projects which are only partially funded using STP or MA funds will be awarded 5 points. To be eligible the STP or MA portion of the project must be less than half of the total project cost. Non-highway items such as new water, sewer, landscaping and other items will not be included in the total for determining the STP fund share. This criteria is included to provide for those projects which use STP funds to pay approach work on BR funded bridge projects, to pay for resurfacing inside cities on larger ODOT resurfacing projects, or to allow for projects to be extended into the urbanized area.

SUBMISSION OF NEW PROJECTS

Project sponsors will be required to submit for each new project an EDATA Transportation Improvement Program (TIP) /Bridge Project Application-Status Update Form. This form will provide much of the information necessary to determine the eligibility of the project and assign points under each criteria. The project sponsor will then be advised of the points assigned. The project will be considered for inclusion to the TIP based on the priority assigned to the project and the availability of funds for programming. Projects submitted for consideration at least two weeks prior to a Technical Advisory Committee (TAC) meeting will be discussed at that TAC meeting. Formal recommendation of a project to the GPB for inclusion in the TIP will occur one month following TAC preliminary review unless an emergency exists.

This procedure will provide a rational basis for evaluating projects based on priority. The procedure will enable each community to plan projects within a definite set of guidelines and priorities. Communities with high priority projects will be assured of funding of these projects without the possibility of lower priority project using available funds

revision/90/sept95: project.pri

Surface Transportation Program (STP)/Minimum Allocation (MA) Fund Evaluation Worksheet

Date: _____

Project Description _____

Weight (Points)	Evaluation Criteria	Score
-----------------	---------------------	-------

A. SHORT RANGE PLAN (TSM)

- | | |
|---|--|
| 5 | Project included in short range plans |
| 0 | Project not included in short range plans
(NOTE: No points awarded if project is listed in LRP) |

B. LONG RANGE PLAN (LRP)

- | | |
|----|--|
| 10 | Project included in LRP prior to xxxx |
| 5 | Project included in LRP xxxx to xxxx |
| 0 | Project not in LRP or scheduled after xxxx |

C. CRITICAL REPAIR OR REPLACEMENT

- | | |
|----|--|
| 10 | Project will repair or replace a critical bridge or highway section which is in danger of collapse or will have to be closed without the project |
| 5 | Replacement of a posted bridge or one which is less than 18 feet wide or has less than legal overhead clearance |

D. EXISTING VOLUME/CAPACITY

- | | |
|---|-------------------------------|
| 5 | V/C Greater than 1.2 |
| 3 | V/C Greater than 1.0 |
| 1 | V/C Greater than 0.7 |
| 0 | V/C Equal to or less than 0.7 |

E. AVERAGE DAILY DESIGN YEAR TRAFFIC

- | | |
|---|----------------|
| 5 | Over 25,000 |
| 4 | Over 20,000 |
| 3 | Over 15,000 |
| 2 | Over 10,000 |
| 1 | Over 5,000 |
| 0 | 5,000 or Under |

Weight (Points)	Evaluation Criteria	Score
F.	CONSTRUCTION IMPLEMENTATION	
5	Project ready for construction in: First year	
4	Second year	
3	Third year	
2	Fourth year	
1	Fifth year	
0	After Fifth year	
G.	Project Cost	
5	Project cost will \$100,000 to \$500,000	
3	\$500,000 to \$1,000,000	
1	Over \$1,000,000	
0	Under \$100,000	
H.	EQUITABLE DISTRIBUTION OF FUNDS	
5	Points will be awarded on the basis of comparison of each communities share of STP funds/ MA allocation funds to each communities share of the Area (Points 0 to 5)	
I.	PARTIALLY FUNDED PROJECTS	
5	Project where less than half of the eligible project costs will be funded with STP/MA funds	
TOTAL POINTS		

**EDATA TRANSPORTATION IMPROVEMENT PROGRAM
HIGHWAY/BRIDGE PROJECT APPLICATION-STATUS UPDATE**

DATE: _____ **Application For New Project**
_____ **Update of Programmed Project**

County _____ **Route** _____ **Section** _____

Project Sponsor _____
(Jurisdiction & Contact Person)

Project Name _____

Project location & termini _____

Description of Proposed Work _____

Existing ADT _____ **Design year ADT** _____ **Year** _____

Status of Project

Project on _____ **(Y/N)** **Plans Filed** _____ **(Y/N)**
current TIP

PID# _____ **Date** _____

1. Engineering Document & Plan Status _____

2. Environmental Document Status _____

3. Right of Way Requirements & Status _____

4. Is this project a phase of a larger project? If so describe the larger project: _____

5. If sufficient funds are not available for the entire project, could a portion of the project be built first and the remainder later?

6. Is the STP funding portion (if applicable) of the project less than half of the total project cost? If so what funding will be utilized for the balance of the project cost?

7. Will the project repair or replace a critical bridge or highway section which is in danger of collapse or will have to be closed without the project?

Will the project replace a posted bridge or one which is less than 18' wide or has less than legal overhead clearance?

Additional Comments

Give the estimated cost and proposed funding for each phase as shown below. Right of Way costs should include utility relocations and work agreements.

Project cost estimate prepared by:

Phase	Federal Funds	* Type	State Funds	Local Funds	Total Funds
PE	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
R/W	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
Construction	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
Total Cost	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>

* Type of Funding: Surface Transportation Program (STP)
Minimum Allocation (MA)
Bridge Replacement/Rehabilitation (BR)
Congestion Mitigation/Air Quality (CMAQ)

ANTICIPATED PROJECT SCHEDULE

Action	Month and Year
Begin Construction Plans	<input type="text"/>
File plans	<input type="text"/>
Begin R/W Acquisition	<input type="text"/>
Sell Project	<input type="text"/>

EDATA use only: LRP
TSM
Priority

EASTGATE DEVELOPMENT AND TRANSPORTATION AGENCY

PROJECT TRACKING FORM

DATE: _____

Project Identification Number: _____	Project Name: _____	County: _____
Sponsor: _____	Contact: _____	Phone: _____
	Address: _____	
Consultant: _____	Contact: _____	Phone: _____
	Address: _____	

STANDARD DEVELOPMENT ACTIVITIES

IF NEW PROJECT-HAVE PLANS/ SCHEDULE OF ACTIVITIES BEEN SUBMITTED TO ODOT?	Yes/No	Anticipated Submittal Date	Complete Date	Submitted To	Request EDATA Follow-up to Submittal (Yes/No)
ADDITIONAL COMMENTS: _____					
Environmental Document Submittal: ADDITIONAL COMMENTS: _____					
Environmental Clear: ADDITIONAL COMMENTS: _____					
Line Grade and Typical Submittal (LG&T): ADDITIONAL COMMENTS: _____					
Bridge Site Plan Submittal (TS&I): ADDITIONAL COMMENTS: _____					
Detail Bridge Plan Submittal: ADDITIONAL COMMENTS: _____					
Design Exception: ADDITIONAL COMMENTS: _____					
Roadway Field & Office Check (F&OC) Submittal: ADDITIONAL COMMENTS: _____					
Detail Right-of-Way Plan Submittal: ADDITIONAL COMMENTS: _____					
Final Plan Tracings Submittal: ADDITIONAL COMMENTS: _____					

PROJECT COST REVISIONS BY PHASE

(\$000)

FROM	TO	FROM	TO
Total Project Cost: _____		Preliminary Engineering (P): _____	
		Right-of-Way (R): _____	
		Construction (C): _____	
ADDITIONAL COMMENTS: _____			

Has ODOT acknowledged/responded to developmental activity submittals?

Concerns, Comments:



Major New Project Selection Criteria

**Ohio Department of Transportation
February 16, 1996**

**George V. Voinovich
Governor**

**Jerry Wray
Director**

**Final Major New Project Selection Criteria
for the Major New Project Selection Advisory Committee Meeting
February 16, 1996**

In April of 1995, the department initiated a process for major new project selection that used transportation and economic development criteria to evaluate and select projects for the four year State Transportation Improvement Program (STIP). This interim process has since been reviewed by constituent groups, the general public and elected officials. The issues and comments raised have been debated extensively in five meetings of the Project Selection Advisory Committee, and the criteria has undergone extensive modifications based on the committee's action. This paper presents the final project selection criteria based on the months of work by the Advisory Committee.

Application of Criteria to the Universe of Candidate Projects

The identification of major new candidate projects can come from a number of sources. Most commonly, traffic congestion at peak commuting hours causes the general public and local elected officials to propose lane additions to existing roads or bypasses of the congested areas. Projects are also conceived by local officials to improve economic development opportunities.

No matter how the individual project was conceived, it is a virtual certainty that the department will never have enough funding to build all the projects requested. For instance, the department has identified 183 candidate major new projects, which would cost \$6.4 billion today. With a major new budget of \$150 million, it would take more than 42 years to build all the projects in the pipeline.

But a "snapshot" of candidate major new projects does not present a true indication of future transportation needs. Ohio's transportation needs change over time: population shifts between cities, urban areas spread, and new businesses are built causing commuting patterns to change. As a result, currently adequate routes become congested with traffic and therefore rise in importance in the major new project selection process.

Because of the dynamic nature of transportation improvement needs, it is prudent for the department to develop a program of projects only about 10 years long and concentrate on these projects for construction. Inclusive of this 10-year program, the department will actively pursue development of the top 100 candidate major new projects, with resources devoted based on the rank order of project importance. For instance, detail design and right-of-way expenditures will only be authorized for the projects in the 10-year program.

The remainder of candidate major new projects below the top 100 ranking will be placed in a furloughed status. The department will work with the sponsors of these projects to develop alternatives that solve the transportation problem, reduce the scope of the project, identify other options for its financing, or cancel the project altogether.

**Changes from the December 7, 1995
Project Selection Advisory Committee Meeting**

Truck ADT/Automobile Average Daily Traffic Split

The Project Selection Advisory Committee directed the department to extract truck traffic from the Average Daily Traffic score in order to evaluate its impact as a separate factor. The following scale was used to rank truck traffic:

Average Daily Truck Traffic	
0 - 1200	1 point
1201 - 2400	2
2401 - 3600	3
3601 - 4800	4
4801 - 6000	5
6001 - 7200	6
7201 - 8400	7
8401 - 9600	8
9601 - 10800	9
10801 - 12000	10

The Average Daily Traffic weight of 20 points was evenly split between automobile and truck traffic. After establishing the point scale for automobile and truck traffic, scoring was recalculated.

The recalculated ranking list was compared to the original scoring to evaluate the effect of a truck ADT factor. The truck ADT factor seemed most beneficial to projects on the Interstate System, which has the highest concentration of truck traffic.

Projects on U.S. Routes 20 and 30 also increased in scoring, as these routes offer an alternative to the Turnpike and Interstate System for east-west travel. In summary, the new ranking factor of truck ADT shifted priority toward rural projects, with a 20-year program ranking of 20 urban projects, 30 suburban projects, and 36 rural projects.

The addition of a truck ADT factor presented a modified mix of projects, but it is difficult to determine if this project mix is superior. To be certain, truck ADT favors Interstate projects, and tends to select more rural projects:

20-Year Project Summary, Assuming \$150 Million/Year		
Project Location	Scoring System as of Dec. 7, 1995	Scoring with Truck ADT Factor
Rural	25	36
Suburban	39	30
Urban	39	20

Cost Benefit Measure

When a sample project ranking was reviewed at the December 7, 1995 Project Selection Advisory Committee meeting, the department emphasized what it felt were flaws in the ranking process. Number one, the process lacked a cost-effectiveness or benefit/cost factor. This meant that there was no factor to reward the less expensive projects that were fairly high-scoring in the ranking process. Related to this point, the department had determined that some projects could be reduced in scope and still serve their transportation function. For example, the proposed shoulder width could be reduced or at-grade intersection designs substituted for grade separations.

To address these issues, the Advisory Committee adopted a policy to award points to projects which were reduced in scope and cost. The amount of cost reduction is counted as a local contribution in the bonus category of Public/Private Local Participation. For instance, a project that was reduced in scope for a savings of \$10 million would receive 3 bonus points. Below is a chart showing some of the projects which could be reduced in scope and the total savings for each.

Project	Original Cost	Revised Cost	Savings
Athens/Meigs County, U.S. 33	\$97 million	\$54.1 million	\$42.9 million
Hocking/Athens County, U.S. 33	\$54 million	\$42.7 million	\$11.3 million
Meigs County, S.R. 124	\$117.6 million	\$43.5 million	\$74.1 million
Lorain County, Central Corridor	\$76 million	\$40 million	\$36 million
Lucas/Ottawa County, S.R. 2	\$126 million	\$44 million	\$82 million
Hancock County, U.S. 30	\$55.5 million	\$40.2 million	\$15.3 million
Hancock County, U.S. 30	\$37 million	\$26.8 million	\$10.2 million
Hancock/Wyandot County, U.S. 30	\$55 million	\$39.9 million	\$15.1 million
Wyandot/Crawford County, U.S. 30	\$69 million	\$55.1 million	\$13.9 million
Paulding County, U.S. 24	\$187 million	\$141 million	\$46 million
Tuscarawas County, U.S. 250	\$29.4 million	\$12 million	\$17.4 million
Stark/Columbiana County, U.S. 30	\$150 million	\$96 million	\$54 million
Holmes County, S.R. 62	\$10 million	\$2.1 million	\$7.9 million
Tuscarawas County, U.S. 250/S.R. 800	\$20 million	\$15 million	\$5 million
Harrison/Jefferson County, S.R. 150	\$150 million	\$75 million	\$75 million

Harrison/Belmont County, U.S. 250	\$114 million	\$45.7 million	\$68.3 million
Holmes County, U.S. 62	\$29.4 million	\$9.9 million	\$19.5 million
Totals	\$1,376 million	\$782.9 million	\$594 million

Economic Development Scoring Changes

Review of the Economic Development scoring revealed that many projects were receiving economic development points out of proportion with their average transportation score of 20. Projects with a relatively low transportation ranking were being inflated by the creation of a modest number of jobs. For this reason, ODOT recommends the scale for number of jobs created be multiplied by a factor of four. At the low end of the scale, 2 points are awarded for job creation in the range of 100 -199 persons as opposed to the previous 25 - 49 range. At the high end of the scale, 10 points are awarded to projects creating greater than 800 jobs as opposed to 200 jobs in the previous ranking scale.

Application of Economic Development Scoring

The scoring of economic development factors was performed by the Ohio Department of Development in conjunction with ODOT. Department of Development officials were very strict in awarding economic development points. Each score is backed by documents from private businesses indicating their intent to locate, expand, invest, or create employment opportunities, contingent upon the construction of the major new project.

The definition of economic development states that new investment or employment must be directly tied to construction of the major new project, with benefits realized within 3 years of project completion. Under this strict definition, projects low in the ranking list could not be awarded economic development points because their construction -- at current levels of funding -- would be many years distant. Because of this, of 154 projects ranked under the major new selection process, only 12 received points for demonstrable economic development impacts.

Economic Distress

The Economic Distress factor awards points to counties having an unemployment rate higher than the state rate of unemployment. After a review of interim scoring, ODOT recommends that this scale be prorated to provide more sensitivity to the Economic Distress measure. The following scale is recommended:

Percent of Unemployment Rate Based on 5-Year Average	Points	Number of Counties in this Range
100% or less	0	31
101 to 110%	1	11
110.1 to 120%	2	15
120.1 to 130%	3	12
130.1 to 140%	4	5
greater than 140%	5	14

Final Major New Project Selection Criteria

The table on the next page shows the overall breakdown in scoring between Transportation Efficiency, Safety, Economic Development, and Bonus categories. Subsequent tables detail revisions, if any, in scoring scales for each criterion.

Scoring Modifications: ~~Strikeouts~~ indicate changes in scoring. *Italics* indicate new criteria added.

Goal	Selection Criteria	Maximum Score
Transportation Efficiency	Average Daily Traffic - Volume of traffic on a daily average.	20
	Volume to Capacity Ratio - A level of highway's congestion.	20
	Highway's Classification - A level of highway's importance.	10 5
	Macro Corridor Completion - Does it complete a macro corridor?	10
Safety	Accident Rate - Number of accidents per million miles of travel.	15
Other	Degree completion - The state of advancement on the project.	5
Total transportation scores at least 80% 70% of project score		80 70
Economic Development	Job Creation - The level of non-retail jobs the project creates.	10
	<i>Job Retention - Evidence that the project will retain existing jobs.</i>	5
	<i>Economic Distress - Points based upon the severity of the unemployment rate of the county</i>	5
	<i>Cost effectiveness of investment - A ratio of the cost of the jobs created and investment attracted. Determined by dividing the jobs and investment by the cost to Ohio for the transportation project.</i>	5
	Level of Investment - The level of private sector, non-retail capital attracted to Ohio because of the project.	10 5
Economic development scores can be up to 20% 30% of project score		20 30
Bonus Categories		
Funding	Public/Private/Local Participation - Does this project leverage additional funds which allow state funds to be augmented?	18 20
Unique Multi-Modal or Regional Impacts	Does the project have some unique multi-modal or regional impact?	3 5
Total possible points with all bonus points included		121 125

Transportation Efficiency Factors

Average Daily Traffic

Average Daily Traffic (ADT) is an important indication of the number of people served by a facility. Prior to December 7, 1995, the upper end of the scale was raised to reflect some of the higher traffic volumes experienced on some roadways, and the points were changed from 18 to 20 to be in keeping with an overall base score of 100. The final scale, shown on the right, divides points between truck and automobile traffic.

Average Daily Traffic						
				Final Scale		
		Dec. 7 Scale	Points	Truck ADT	Auto ADT	Points
		76000 +	20	10801 - 12000	72000 +	10
		72000-75999	19	9601 - 10800	64000 - 71999	9
		68000-71999	18	8401 - 9600	56000 - 63999	8
		64000-67999	17	7201 - 8400	48000 - 55999	7
Interim Scale	Points	60000-63999	16	6001 - 7200	40000 - 47999	6
45000 +	15	56000-59999	15	4801 - 6000	32000 - 39999	5
42000-44999	14	52000-55999	14	3601 - 4800	24000 - 31999	4
39000-41999	13	48000-51999	13	2401 - 3600	16000 - 23999	3
36000-38999	12	44000-47999	12	1201 - 2400	8000 - 15999	2
33000-35999	11	40000-43999	11	0 -1200	0 - 7999	1
30000-32999	10	36000-39999	10			
27000-29999	9	32000-35999	9			
24000-26999	8	28000-31999	8			
21000-23999	7	24000-27999	7			
18000-20999	6	20000-23999	6			
15000-17999	5	16000-19999	5			
12000-14999	4	12000-15999	4			
9000-11999	3	8000-11999	3			
6000-8999	2	4000-7999	2			
3000-5999	1	0-3999	1			

Volume-to-Capacity (V/C) Ratio

The V/C ratio measures the level of congestion of a highway. In the public comment process, it was the highest rated of any factor. The floor of the scale was raised prior to the December 7 meeting so that no points are awarded for projects with a V/C ratio less than 0.55. Total points were also raised from 18 to 20 for the V/C ratio. The original and revised V/C scoring scales are shown below:

Volume-to-Capacity Ratio			
		Revised Scale	
		>1.50 V/C Ratio	20 Points
		1.45-1.50	19
		1.40-1.44	18
		1.35-1.39	17
Interim Scale		1.30-1.34	16
>1.50 V/C Ratio	15 Points	1.25-1.29	15
1.40-1.49	14	1.20-1.24	14
1.30-1.39	13	1.15-1.19	13
1.20-1.29	12	1.10-1.14	12
1.10-1.19	11	1.05-1.09	11
1.00-1.09	10	1.00-1.04	10
0.90-0.99	9	0.95-0.99	9
0.80-0.89	8	0.90-0.94	8
0.70-0.79	7	0.85-0.89	7
0.60-0.69	6	0.80-0.84	6
0.50-0.59	5	0.75-0.79	5
0.40-0.49	4	0.70-0.74	4
0.30-0.39	3	0.65-0.69	3
0.20-0.29	2	0.60-0.64	2
0.10-0.19	1	0.55-0.59	1

Highway Classification

In the Interim Project Selection Criteria, this factor was titled “Functional Classification,” but was changed to “Highway Classification” because functional classification refers to a federally established hierarchy of roadways. The overall weight of the factor was reduced from 8 to 5 points, and the point distribution was modified slightly. The old and current scale are presented below:

Highway Classification			
Interim Scale		Revised Scale	
Interstate	8 points	Interstate	5 points
Macro Corridor	7	Macro Corridor	5
National Highway System	2	National Highway System	2
Freeway Expressway	2	Freeway/Expressway	2
Principal Arterial	2	Principal Arterial	2
Minor Arterial	1	Minor Arterial/Collector	1
Collector	0		

Macro Corridor Completion

Macro Corridor Completion refers to projects which upgrade the capacity of an unimproved ACCESS OHIO macro corridor, preferably to four lanes. The completion of these corridors helps the state to achieve mobility and economic development goals established in ACCESS OHIO. The benefit of completing these routes is the interconnection of the state’s population, natural resource, and economic activity centers. The weight of this factor was maintained at 10 points.

Accident Rate

Defined as the number of accidents on a highway segment per million miles of vehicle travel. The weight of this factor was adjusted downward slightly from 18 points to 15 points in the base score. The scale for scoring the factor did not change:

Safety as Measured by Accident Rate *			
Accident Rate	Points	Accident Rate	Points
□ 4.50	15	2.10-2.39	7
4.20-4.49	14	1.80-2.09	6
3.90-4.19	13	1.50-1.79	5
3.60-3.89	12	1.20-1.49	4
3.30-3.59	11	0.90-1.19	3
3.00-3.29	10	0.60-0.89	2
2.70-2.99	9	0.30-0.59	1
2.40-2.69	8	0.00-0.29	0

* Scale same for Interim and Revised Criteria

Project Degree of Completion

The degree of completion was a criterion intended specifically for the interim project selection process because the number of projects far exceeded available construction funding. From the public comments received, it was the least favored of all the selection criteria. Based on public input and the department's efforts to implement a major new project selection process and rationalize the flow of projects, it was decided to eliminate this factor from the weighting.

Economic Development

The weight for economic development criteria was raised from 20% in the interim selection process to 30% in the revised project selection process. The criteria was expanded from Job Creation and Level of Investment to include Job Retention, Economic Distress, and Cost Effectiveness of Investment. Modifications are discussed below, with the scoring scale shown on the following page.

Job Creation: Job Creation is defined as the number of non-retail jobs generated as a direct result of the major new project construction. The factor is broken down to measure immediate employment generation, occurring within 3 years of the project's construction, and future employment generation, occurring 3 - 5 years after the project's construction. Job creation is weighted at up to 10 points of a project's score.

Job Retention: Job Retention was added in response to numerous comments received by the Project Advisory Committee. The factor recognizes the impacts that infrastructure investment has on retaining a viable economic base in a community or region. The job retention factor is weighted at up to 5 points of a project's score.

Level of Investment: Level of Investment refers to the amount of non-retail, private sector capital investment attracted to the state as a direct result of a major new project. Like job creation, the investment has to be generated within 3 years of a major new project's construction. Level of Investment is weighted at up to 5 points of a project's score.

Economic Distress: A great deal of public input was received concerning the economic distress in some areas of the state and the inability of these areas to attract economic development because of deficiencies in their existing infrastructure. To compensate for this disadvantage, the measure of Economic Distress was added as a factor in the selection process. Economic Distress is defined by the 5 year average unemployment rate of the county where the project is located. The factor is weighted at up to 5 points of a project's score.

Cost Effectiveness of Investment: Cost Effectiveness of Investment is a measure of the benefit of a project in terms of employment compared to its cost to the department. The factor is weighted at up to 5 points of a project's score.

Economic Development Scoring

Number of Jobs Created						
Immediate Number of Jobs (0-3 Years)	25-49	50-99	100-149	150-199	≥200	
	100 - 199	200 - 399	400 - 599	600 - 799	≥800	
Points:	2	4	6	8	10	
Future Number of Jobs (>3 years - 5 years)	25-200	201-300	≥300			
	100 - 799	800 - 1199	≥1200			
Points:	2	4	6			
Job Retention						
Number of Jobs Retained	25-49	50-99	100-149	150-199	≥200	
Points:	1	2	3	4	5	
Level of Investment						
Immediate amount of investment (0-3 years)	\$50,000 to \$4.99 million	\$5 million to \$9.99 million	\$10million to \$14.99 million	\$15million to \$19.99 million	≥\$20 million	
Points:	1	2	3	4	5	
Economic Distress						
Percent of Unemployment Rate Based on 5-year Avg.	101 to 110%	110.1 to 120%	120.1 to 130%	130.1 to 140%	140.1 or greater	
Points:	1	2	3	4	5	
Cost Effectiveness of Investment						
The cost to ODOT for the project divided by the number of jobs created as a result of the project.						
	≥\$400,000 per job	\$300,001 to \$399,999 per job	\$150,001 to \$300,000 per job	\$100,001 to \$150,000 per job	\$50,001 to \$100,000 per job	\$50,000 per job
Points	0	1	2	3	4	5

Bonus Categories

Beyond the base score of 100 points available for transportation, safety, and economic development factors, projects can earn up to 25 bonus points for additional local investment and unique project impacts. The breakdown of this scoring is shown below.

Public/Private Local Participation: Public/Private Local Participation recognizes the contribution of additional funding which reduces the overall cost to the state of Ohio. The factor is calculated based on both the absolute value of investment and the percentage of the project cost contributed. The factor is weighted at up to 15 bonus points, up from 6 bonus points in the interim selection scoring:

Amount Contributed	Points	% Contributed	Points
Less than \$1M	0	10% to 20%	1
\$1M to \$3M	1	21% to 40%	2
\$3.1 to \$7M	2	41% to 60%	4
\$7.1 to \$10M	3	61% to 80%	6
\$10.1 to \$15M	4	81% to 90%	8
>\$15.01	5	to 90%	10
		100%	Guaranteed
Points are cumulative, awarded both for the dollar amount contributed <i>and</i> for that amount's percentage of the total project cost. 100% payment of project guarantees its construction if all design, environmental criteria are met.			

MPO Local Funding Counts Toward local share

Ohio has 16 designated Metropolitan Planning Organizations, each of which is allocated a portion of the state's federal transportation funding allocation. Major new projects with MPO funding participation will be credited bonus points for Public/Private Local Participation.

Unique Multi-modal or Regional Impact provides additional weight for projects which have especially significant regional impacts or connects two or more transportation modes. Ten points can be added to the project score in this bonus category, up from 6 bonus points in the interim project selection process.

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APPENDIX D
ISTEA FEDERAL FUNDING CATEGORIES

**FFY 1995 FEDERAL HIGHWAY FUNDING - INTERMODAL
SURFACE TRANSPORTATION EFFICIENCY ACT OF 1991 (ISTEA)**

FHWA Code	Category	Participation Rate	Apportionment**	2% Deduction For SPR	Adjusted Apportionment
042	Interstate Construction (I)	90%	\$20,204,125	\$404,082	\$19,800,043
04M/L	Interstate Maintenance (IM)	90%	105,366,657	2,106,234	103,260,423
315/31A	National Highway System (NH)	80%	118,869,147	2,375,999	116,493,148
	Bridge Replacement & Rehabilitation (BR)	80%	100,920,032	2,017,222	98,902,810
33-	Surface Transportation Program (STP)	80%	123,262,688	2,463,720	120,798,968
33-	Hold Harmless STP Adjustment (STP)	80%	24,170,517	483,410	23,687,107
	Interstate System Reimbursement (STP)	80%	0	0	0
35-	Donor State Bonus	80%	80,182,960	0	80,182,960
320/32A	Congestion Mitigation & Air Quality (CM)	80%	40,010,406	799,816	39,210,590
085	Metropolitan Planning (PL)	80%	5,489,870	0	5,489,870
34-	90% Minimum Allocation (MA) *	80% to 90%	48,662,045	0	48,662,045
	ISTEA Demonstration Projects *	80%	29,101,440 ***	0	29,101,440
	Other Demonstration Funding *	80%	6,462,000	0	6,462,000
	Total Apportionments		\$702,701,887	\$10,650,483	\$692,051,404
	Apportionments Subject To Ceiling		\$618,476,402		
	Obligation Ceiling		\$575,024,646	(081/086)	

**FFY 1996 FEDERAL HIGHWAY FUNDING - INTERMODAL
SURFACE TRANSPORTATION EFFICIENCY ACT OF 1991 (ISTEA)**

FHWA Code	Category	Participation Rate	Apportionment	2% Deduction For SPR	Adjusted Apportionment
042	Interstate Construction (I)	90%	\$0	\$0	\$0
04M/L	Interstate Maintenance (IM)	90%	92,872,679	1,857,453	91,015,226
315/31A	National Highway System (NH)	80%	105,224,067	2,104,481	103,119,586
	Bridge Replacement & Rehabilitation (BR)	80%	82,084,036	1,641,680	80,442,356
33-	Surface Transportation Program (STP)	80%	114,461,494	2,289,229	112,172,265
33-	Hold Harmless STP Adjustment (STP)	80%	7,735,266	154,705	7,580,561
	Interstate System Reimbursement (STP)	80%	77,994,884	0	77,994,884
35-	Donor State Bonus	80%	30,189,777	0	30,189,777
320/32A	Congestion Mitigation & Air Quality (CM)	80%	37,628,717	752,574	36,876,143
085	Metropolitan Planning (PL)	80%	5,469,539	0	5,469,539
317/318	Restoration Funds (PL 104)	80%	10,611,417	0	10,611,417
34-	90% Minimum Allocation (MA) *	80% to 90%	9,333,422	0	9,333,422
	ISTEA Demonstration Projects *	80%	25,451,432 ***	0	25,451,432
	Other Demonstration Funding *	80%	0	0	0
	Total Apportionments		\$599,056,730	\$8,800,122	\$590,256,608
	Apportionments Subject To Ceiling		\$564,271,876		
	Obligation Ceiling		\$594,507,957	(081/086)	

* Not subject to obligation ceiling.

** After 1.5% sanction of NH, STP & CMAQ under 23 USC 153 due to Ohio's failure to enact mandatory motorcycle helmet law; sanction totalled approximately \$4.3 million. Includes reapportioned IM, NH, BR, STP and CM funds not subject to SPR deduction.

*** Section 1069 funding not included, as none apportioned; requires supplemental appropriations.

ISTEA Federal Funding Categories

As a result of the Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA), the basic Federal-aid highway program now consists of the following funding categories:

Interstate Construction (I) -

Can only be used for the initial construction of the remaining portions of the Interstate Highway System as designated in the 1981 Interstate Cost Estimate. Funds are annually apportioned to the states in proportion to their estimated share of the total cost to complete the system, based on the 1991 cost estimate update. Funds are apportioned one year in advance and are available for one year, and the normal federal participation rate is 90%. ISTEA authorized 'I' funding through FY 1996, and declared this would be the final authorization; the FY 1996 apportionment will be available until expended. The addition of lanes on a portion of IR 75 in Toledo and IR 271 in Cleveland and the completion of IR 670 in Columbus are the only remaining projects in Ohio eligible for 'I' funding.

Interstate Maintenance (IM) -

Provides funding for resurfacing, restoration and rehabilitation of the Interstate System, and for reconstruction of interchanges and bridges over Interstate routes. The funds can be used to construct high occupancy vehicle (HOV) and auxiliary lanes, but cannot otherwise be used for new construction. 'IM' funds are apportioned annually by formula based 55% on lane-mile and 45% on vehicle mile of travel factors, and are available for four years. Under ISTEA Ohio will receive about \$106 million per year through FY 1997. The normal federal participation rate is 90%.

National Highway System (NH) -

The National Highway System (NHS) was authorized by ISTEA to provide an interconnected system of principal arterial routes to serve major population centers, ports, airports, international border crossings, and public transportation and other intermodal transportation facilities; to meet national defense requirements; and, to serve interstate and interregional travel. When finally submitted to Congress for approval by September 30, 1995, the NHS of highways will contain about 155,000 miles including all Interstate routes, a large portion of the current urban and rural principal arterial system, the defense strategic highway network and other major strategic highway connectors. Until approved, 'NH' funds can be used on any principal arterial.

Provides funding for construction, reconstruction, resurfacing, restoration and rehabilitation of the NHS. Can also be used for operational and highway safety improvements, startup costs for traffic management and control systems, fringe and corridor parking facilities, carpool and vanpool projects, bicycle transportation and pedestrian walkways, transportation planning, and highway planning and research.

The 'NH' funds are apportioned annually by formula based on each State's FY 1987-1991 share of total national funding with appropriate adjustments for Interstate Maintenance (IM) and Bridge (BR) apportionments, and are available for four years. Under ISTEA Ohio will receive about \$119 million per year through FY 1997. The normal federal participation rate is 80%, or 90% when used on the Interstate System for other than new lanes (except for HOV or auxiliary lanes).

Surface Transportation Program (STP) -

Provides funding for construction, reconstruction, resurfacing, restoration, rehabilitation, and operational improvements on any highways not functionally classified as local roads or rural minor collectors, and for bridge and safety improvements on any public road. Can also be used for fringe and corridor parking facilities, carpool and vanpool projects, bicycle transportation and pedestrian walkways, transportation planning and research, capital and operating costs for traffic monitoring, management and control facilities and programs, transportation enhancement activities, transportation control measures specified in the Clean Air Act, and capital costs for transit projects.

The 'STP' funds are apportioned annually by formula in the same manner as 'NH' funds, and are available for four years. The apportionment is increased by the Hold Harmless, 90 Percent of Payments and Interstate Reimbursement equity adjustment apportionments (the latter funding is only authorized for FY 1996-1997); Ohio received about \$103 million of 'STP' funds in FY 1992 and \$142 million in FY 1993, and should receive about \$142 million per year in FY 1994-1995. The total will increase by about \$92 million per year in FY 1996-1997 due to the Interstate Reimbursement supplement. The normal federal participation rate is 80%, or 90% when used on the Interstate System for other than new lanes (except HOV or auxiliary lanes) or for safety and rail-highway crossing improvements financed with the portion of the 'STP' funding specifically set aside for such projects.

ISTEA requires that at least 10% of the 'STP' funding must be used for such safety projects, that at least 10% must be used for specific transportation enhancement activities, and that an amount equal to 110% of Ohio's FY 1991 Rural Secondary (RS) apportionment must be spent in rural areas of the state (about \$20.3 million per year). Additionally, 50% of the 'STP' funds must be divided between urbanized areas of over 200,000 population and other areas of the State on the basis of population; about 26% of our 'STP' funds must be allocated to the Metropolitan Planning Organizations (MPOs) representing Ohio's nine such areas each year under this provision.

Bridge Replacement and Rehabilitation (BR) -

Provides funding for the rehabilitation or replacement of highway bridges on any public road. To qualify a bridge must have a span of at least 20 feet, it must be included in the National Bridge Inventory, and it must be classified therein as structurally deficient or functionally obsolete. It must have a sufficiency rating of 80% or less to be eligible for

rehabilitation, and 50% or less for replacement. At least 15% but not more than 35% of the funding must be used on local roads or rural minor collectors, and bridge painting, seismic retrofitting and the application of calcium magnesium acetate are now eligible for 'BR' funding under ISTEA.

'BR' funds are apportioned annually on the basis of relative bridge deficiencies as reflected in the National Bridge Inventory, and are available for four years. The normal federal participation rate is 80%. Ohio received about \$89 million in FY 1992 and \$103 million in FY 1993; funding is authorized for FY 1994-1997 at the FY 1993 funding level.

Congestion Mitigation and Air Quality (CM) -

This funding was established by ISTEA for projects and programs that will help attain national ambient air quality standards (NAAQS) in Clean Air Act ozone and carbon monoxide (CO) nonattainment areas. The Clean Air Act requires that priority be given to the implementation of transportation portions of applicable State Implementation Plans (SIPs), and Transportation Control Measures (TCMs) from the SIPs having air quality benefits are given the highest priority for 'CM' funding. Current guidance requires that funding emphasis be given to projects and programs that will provide tangible reductions in CO and ozone precursor emissions. It requires that a list of 'CM' programming priorities which will have "the greatest impact on air quality" be developed. All projects and programs require an assessment and documentation of air quality benefits before they can be approved for 'CM' funding; FHWA/FTA, in consultation with EPA, must be satisfied that the project or program will help attain a NAAQS.

The original FHWA guidance indicated that 'CM' funds could be used for a variety of transportation activities, including all of the TCMs included in Section 108(b)(1)(A) of the Clean Air Act except two. Preliminary research regarding these strategies indicates that many of them do not contribute greatly to emission reductions, however. In consideration of the new guidance, and the fact that Ohio will not have assembled the required SIP showing how it will achieve the Clean Air Act goals until November 1993, there is much uncertainty regarding how the 'CM' funds can or should be used in the interim. The new guidance clearly appears to de-emphasize "congestion mitigation" and emphasize "air quality".

'CM' funds are apportioned annually based on the air quality non-attainment area population within each State, which is weighted by the severity of the ozone and CO air quality problem. The funds are available for four years, and the normal federal participation rate is 80%. Ohio received about \$35 million in FY 1992 and \$42 million in FY 1993; funding is authorized for FY 1994-1997 at the FY 1993 funding level.

Minimum Allocation (MA) -

The 90% Minimum Allocation (MA) equity adjustment funding category replaced the 85% 'MA' category which existed prior to ISTEA. In FY 1992-1997 each State is guaranteed an amount so that its percentage of total apportionments in each fiscal year of 'I', 'IM', 'NH', 'STP', 'BR', Interstate Substitution (IX), Scenic Byways, and Safety Belt and Motorcycle Helmet grants, plus allocations from any of these programs received in the

prior year, must not be less than 90% of the percentage of estimated contributions into the Highway Trust Fund in the latest year for which data is available.

'MA' funds may be used in lieu of 'I', 'IM', 'IX', 'NH', 'STP', 'BR' and 'CM' funds, and for metropolitan planning and planning and research activities, and they are not subject to the federal obligation ceiling applied to these other funding categories each year. The funds are available for four fiscal years, and the federal participation rate is that normally applicable to the program being funded. One-half of the 'MA' funding is subject to the sub-State distribution rules applicable to 'STP' funds. Ohio received about \$99 million of 'MA' in FY 1992 and \$65 million in FY 1993.

Donor State Bonus (DSB) -

ISTEA established this new equity adjustment funding category for States that contribute more to the Highway Trust Fund than they receive back in Federal-aid highway programs. In FY 1992-1997 donor States are identified by comparing each State's projected Highway Trust Fund contributions to the apportionments they will receive that year. ISTEA authorizes a specific amount to be distributed each year to these donor States as a bonus. The funds are available until expended and are used in the same manner as 'STP' funds. One-half of the amount received is subject to the sub-State 'STP' distribution rules.

Other Equity Adjustment Funds -

The 'Hold Harmless', '90 Percent of Payment' and 'Reimbursement for Segments of the Interstate System Constructed Without Federal Assistance' equity adjustment funds were also established by ISTEA. All are treated as adjustments to a State's 'STP' apportionment, where applicable.

The Hold Harmless apportionment adjustment is made to ensure that each State receives a certain legislative percentage of the national funding for each of FY's 1992-1997, as specified in ISTEA. Ohio received an additional \$7.6 million of 'STP' funds in FY 1992 and \$23.6 million in FY 1993 under this provision.

The 90 Percent of Payment adjustment is made to ensure that each State's apportionments for FY's 1992-1997 will be at least 90% of its contributions to the Highway Account of the Highway Trust Fund. This is different than the Minimum Allocation, where the guarantee is 90% of a State's relative share of contributions. Ohio did not receive any funding under this provision in FY 1992 or FY 1993.

The Interstate System Reimbursement adjustment provides funding in FY 1996 and 1997 to reimburse States for their cost for routes constructed without Federal assistance and incorporated into the Interstate System in 1956. Ohio is scheduled to receive about \$94 million each year.

State Planning and Research (SPR/HPR) -

Under ISTEA the 1.5% set aside of funds from certain Federal apportionments previously required for Highway Planning and Research (HPR) was increased to 2% and dedicated for State Planning and Research (SPR) activities. A new requirement was added that 25% of the set aside be used for Research, Development and Technology Transfer activities. Prior to the change a 0.5% optional set aside was permitted, so the increase simply made that mandatory. The 2% deduction applies to the 'I', 'IM', 'IX', 'NH', 'STP', 'BR' and 'CM' apportionments, and this funding carries an 80% participation rate (versus 85% previously). Ohio's 'SPR' set aside totaled about \$8.9 million in FY 1992 and \$10.5 million in FY 1993.

Metropolitan Planning (PL) -

Provides funding for activities undertaken by metropolitan planning organizations (MPOs) to develop long-range transportation plans and transportation improvement programs (TIPs) for metropolitan areas, as required under Title 23 U.S.C. Prior to apportioning funds to the States, 1% is set aside from certain categories to provide 'PL' funding apportionments. These funds are apportioned based on the ratio of urbanized population in each State to the national urbanized area population. ISTEA significantly expanded the planning requirements. Ohio received about \$4.6 million of 'PL' funds in FY 1992 and \$5.5 million in FY 1993. This funding also carries an 80% participation rate, versus 85% previously.

100% Federal Funding Provisions -

There are three sections of Title 23 USC under which ODOT obtains increased Federal participation. The first is the so-called 'G' funding provision of Section 120, the second is the credit bridge program authorized under Section 144, and the third is the toll revenue soft match credit provision established under ISTEA Section 1044. (We elected not to use the temporary matching fund waiver provision of ISTEA Section 1054.)

'G' Funding Provision:

Section 120(c) provides that the Federal share payable on account of the following projects may amount to 100%, except that not more than 10% of the sums apportioned for any fiscal year under Section 104 may be so used:

- * Traffic control signalization
- * Pavement marking
- * Commuter carpooling and vanpooling
- * Installation of traffic signs, traffic lights, guardrails, impact attenuators, concrete barrier endtreatments or break-away utility poles
- * Priority control systems for emergency vehicles at signalized intersections

There is a common misconception that special 'G' funds are apportioned for these purposes. That is not the case; the 'G' reference relates to the letter appended to the Federal Project Number when 100% participation is elected under this provision.

Credit Bridge Program:

Section 144(n) permits up to 80% of the cost of State or locally funded noncontroversial bridge replacement or rehabilitation projects on highways functionally classified as 'local roads' or 'rural minor collectors' to be credited toward the non-federal share of regular Federal-aid Bridge Rehabilitation and Replacement (BR) projects. Under this provision 28 counties in Ohio currently have credits established totaling about \$3.6 million.

Toll Revenue Soft Match Credit:

ISTEA Section 1044 permits a State to earn credit which can be applied toward any project financed under Title 23 to increase the Federal share, up to 100%. The credit is earned on a Federal fiscal year basis, and is based on the amount of toll revenue used for capital expenditures to build or improve public highway facilities that serve interstate travel. We have been granted credits totaling about \$100 million for FY 1992 and 1993, based on revenues and expenditures of the Ohio Turnpike Commission.

To qualify for the credit a State's total non-federal transportation capital expenditures in the prior year must equal or exceed the average of such expenditures for the three preceding years. Credits earned are available for use for four fiscal years, but to use them in a year subsequent to the year earned the maintenance-of-effort (MOE) requirement must again be satisfied. If it can be, additional credits will then also be earned. We anticipate being able to qualify for the credit annually for the foreseeable future.

A policy regarding the use of our toll revenue credits has been developed and distributed. It allows LPAs to use the credit provided it is available and they have the necessary Federal funds. The credit does not increase the amount of funding apportioned to Ohio, and we will not provide extra federal funds to an LPA to enable them to obtain 100% participation.

Programming
03/02/93

Attachment - FFY 1992 and 1993 Federal Apportionments, Ohio

APPENDIX E
AIR QUALITY CONFORMITY DETERMINATION

Air Quality CONFORMITY DETERMINATION REPORT

EDATA's involvement in the air quality process.

The background and brief history of EDATA's involvement in the air quality process began in 1971, in accordance with Section 109 of the Clean Air Act (CAA), when the United States Environmental Protection Agency (U.S. EPA) adopted a National Ambient Air Quality Standard (NAAQS) for ozone. All areas of the country were originally required to attain this standard by 1975. However in 1977 it was discovered that additional time would be required for areas to meet the standard.

In 1977, the CAA was amended. The amendments included Section 107(d) which required U.S. EPA to identify each geographic area of the country in which the NAAQS had not been attained. For each of these areas, to be known as nonattainment areas, Part D of the CAA, Section 171 required the states to revise their State Implementation Plans (SIPs) to provide for attainment by December 31, 1982. If attainment by 1982 could not be demonstrated, despite application of these and any other reasonably available controls, the state could obtain an extension to December 31, 1987.

The Ohio Environmental Protection Agency, in cooperation with the Ohio Department of Transportation, Metropolitan Planning Organizations in the State of Ohio, and local air pollution control agencies, set out to develop a mechanism for compliance with the Clean Air Act Amendments of 1977.

As the Metropolitan Planning Organization, the Eastgate Development and Transportation Agency (EDATA) at that time, was the Regional Planning and Development Organization for Ashtabula, Trumbull, Mahoning, and Columbiana Counties. Section 174 of the Act provided for designation of a lead planning organization to carry out the development of the State Implementation Plan in urbanized areas. Where feasible, that organization would be the metropolitan planning organization designated to conduct the continuing, cooperative and comprehensive transportation planning for the urbanized area. Therefore, EDATA was designated as the lead planning organization for air quality planning purposes in Ashtabula, Trumbull, Mahoning, and Columbiana Counties.

EDATA fulfilled the initial requirement by preparing its portion of the SIP, as it is related to the ozone and carbon monoxide standards, and transmitted the SIP to Ohio EPA on January 11, 1979. Subsequent to that submittal, the US EPA had changed the National Ambient Air Quality Standard for photochemical oxidants (ozone), and modifications were made to EDATA's SIP. EDATA supplemented the required modifications by preparing a revised SIP and transmitting same on September 20, 1979. This SIP showed that the EDATA area, which only included Mahoning and Trumbull Counties, would not attain the ozone standard by December 31, 1982, but would attain the carbon monoxide standard. However, the ozone standard would be attained by 1983. Only Mahoning and Trumbull Counties had been selected as attainment demonstration areas, with the rationale being that if attainment is demonstrated in Mahoning and Trumbull Counties, attainment should be achieved in the other adjacent counties. Subsequent to the September 20, 1979 SIP transmittal, the Ohio EPA informed EDATA that modifications could be made to the emissions from the stationary source component of pollutants. The area showed attainment of the ozone standards by December 31, 1982 with these modifications.

In the 80's, EDATA amended its SIP to show attainment of the ozone standard by December 31, 1982. Investigation and analysis by EDATA resulted in a written request to Ohio EPA that the ozone design value be changed based upon ambient ozone readings from 1976 to 1979. The changes in the design value caused the pollutant reduction requirement to be lowered. The Director of the Ohio EPA transmitted a written formal request to U.S. EPA that the ozone design standard for Mahoning and Trumbull Counties be changed from 0.21 ppm to 0.14 ppm. Based upon this significant change, granted by the U.S. EPA, EDATA amended its SIP to reflect the most current status of air quality in Mahoning and Trumbull Counties, as it related to attainment of the ozone standard. From 1980 through 1987, Mahoning and Trumbull Counties remained in compliance with the NAAQS.

In 1988, five exceedences of the ozone standard (readings greater than 0.124) were recorded at a monitoring site in Farrell, Pennsylvania. These five exceedences constitute a "violation" of the NAAQS for ozone. One exceedence was recorded during 1988 at the Youngstown site.

In November 1990, Congress amended the CAA to again extend the attainment deadlines and to impose new requirements on states with respect to those areas designated nonattainment. These amendments provided that any area that was designated nonattainment as of November 5, 1990, would remain nonattainment "by operation of law" and would be classified in one of five different categories, ranging from marginal to extreme, depending on the severity of the nonattainment. Further, the CAAA directed that each such nonattainment area be expanded, again by operation of law, to include any county included in whole or in part in the same metropolitan statistical area as an existing nonattainment area. As a result of these provisions, the Mahoning-Trumbull-Mercer Air Quality Management Area was designated as "marginal nonattainment" for ozone.

On October 10, 1991, the EDATA General Policy Board approved GPB Resolution #089-91 requesting the Governor to recertify EDATA as the lead planning agency for air quality planning purposes within Mahoning and Trumbull Counties. In February 1992, the EDATA staff began to actively coordinate efforts with ODOT and OEPA to address requirements for redesignating the Air Quality Management Area to attainment status for ozone as allowed under the 1990 CAAA. A Memorandum of Understanding among the Ohio Environmental Protection Agency, the Mahoning-Trumbull Air Pollution Control Agency, and the Eastgate Development and Transportation Agency was fully achieved by May 9, 1992. On January 28, 1993, EDATA and M-TAPCA representatives met with OEPA and U.S. EPA to discuss the redesignation process. U.S. EPA presented requirements for redesignation and for the first time, EDATA was made aware of the fact that Mahoning and Trumbull Counties in Ohio and Mercer County in Pennsylvania, formed a multistate ozone nonattainment area under Section 182(j) of the act. The three most recent years of ambient air quality data indicated that the area was in attainment of the NAAQS for ozone and could meet the conditions required for redesignation.

In September 1993, EDATA contracted with ms consultants, inc. of Youngstown, Ohio to coordinate redesignation activities and generate a maintenance and contingency plan in an effort to redesignate the area to attainment status. The consultant and EDATA completed a redesignation package that responded to the five criteria of Section 107(d)(3)(E) of the CAAA in June 1994.

This revision to the SIP shows maintenance of the NAAQS in the area for at least 10 years after redesignation. Since U.S. EPA is allowed up to 18 months after the request was submitted to act on the redesignation, this meant that the plan had to demonstrate that the standard would be maintained through 2006. The SIP revision includes a contingency plan containing commitments by the State to promptly correct future violations if they should occur.

The plan also required the State to implement any control measures contained in the SIP prior to the redesignation. The maintenance demonstration and contingency plan that were developed and the request for redesignation of Mahoning and Trumbull counties to attainment was submitted to OEPA on June 13, 1994. A public hearing on the request was conducted by OEPA at the EDATA offices, 25 East Boardman Street, Youngstown, Ohio on October 4, 1994.

Since February 1992, the EDATA staff actively coordinated efforts with ODOT and Ohio EPA to address requirements for redesignation of the Mahoning-Trumbull portion of the Air Quality Management Area to Attainment for ozone. On January 31, 1996 the U.S. EPA published a direct final rule in the Federal Register approving Ohio's State Implementation Plan (SIP) revision request to redesignate the Youngstown (Mahoning-Trumbull Air Quality Management Area) marginal nonattainment area to attainment, and established an ozone standard maintenance plan for the area. The "direct final rule", effective April 1, 1996, alters the process used in previous year TIP analysis and reporting requirements to demonstrate air quality conformity within the EDATA area.

Based on U.S. EPA's action to redesignate the area's marginal nonattainment status to attainment for ozone, model comparisons of the build/no build scenarios are no longer required. The 2005 budgets that are provided for the Youngstown area in the SIP revisions are the only transportation conformity budgets established by the maintenance plan for this area. There are no transportation conformity budgets set for the interim years.

The transportation conformity budgets for 2005 will be 32.16 TPD of VOC and 27.30 TPD for NO_x. These budgets are derived from the SIP amendment and are based on allocating 30 percent of the VOC emissions safety margin to the mobile source sector and 70 percent of the NO_x emissions safety margin (difference between the total 2005 emissions and the 1990 emissions for VOC and NO_x) to the mobile sources sector. The redesignation does not require TCMs to maintain the ozone standard, unless growth in Volatile Organic Compound (VOC) emissions interfere with continued attainment. Should TCMs be required as part of the contingency provisions of this State Implementation Plan (SIP) revision, OEPA will consider mobility impacts in selecting the appropriate TCMs to implement.

Sources of data for the most recent planning assumptions.

EDATA's TIP is consistent with the 2005 Long Range Transportation Plan (LRTP) and identifies sources of the data for the most recent planning assumptions. The modeling process used to develop EDATA's 2005 LRTP is calibrated using the 1990 Census figures. The land use data provided was taken from the 1990 Property Record Databases supplied by Mahoning and Trumbull counties Auditors to Youngstown State University, 1991 aerial photography flown by ODOT for EDATA, and local reports monitored through the agency's surveillance program.

During July of 1994, FHWA suggested that the Vehicle Miles Traveled (VMT) growth projected in Ohio's urban transportation models be compared with historical HPMS VMT growth. The outcome of this comparison would provide an additional means of assuring that the models were providing accurate results, thereby meeting the conformity requirements for using the latest planning assumptions.

ODOT initially reviewed this comparison of HPMS data as submitted to the FHWA for Ohio's urbanized areas for the years 1980 to 1992. A step-by-step process began by totaling VMT, by year, each functional classification of roadway. This calculation represents total urbanized area HPMS VMT for each year between 1980 and 1992. The percent of annual change in total HPMS VMT growth was then calculated for each urbanized area. ODOT's intention was to compare the annual percentage HPMS VMT growth with the annual percentage VMT growth

from the urban models. However, ODOT's technical staff noted that there was extreme fluctuation in the annual HPMS VMT growth trends. ODOT staff working with this data developed a lack of confidence in the HPMS VMT growth trends and determined that the post-1990 protections were not valid. The outcome of this analysis and the fact that the models are developed and kept current with the most recent population figures, land use data, and traffic counts, provided ODOT with the certitude that the urban transportation models would provide the best information to project VMT growth in Ohio's urbanized areas.

Use of the most recent emissions model.

The requirements for demonstrating conformity differ from that of last year's analysis due to EDATA's planning area air quality redesignation. US EPA published in the January 31, 1996, Federal Register approval of Ohio's State Implementation Plan revision request to redesignate the Youngstown (Mahoning and Trumbull Counties) marginal ozone nonattainment areas to attainment, and established an ozone standard maintenance plan for the area. The "direct final rule" was effective on April 1, 1996.

The U.S. EPA's emissions software, MOBILE5AH, was used for all mobile source emission analysis. The emissions inventories and budgets are from the most recent Ohio SIP submittals, which were developed using the MOBILE5A software. All mobile source emission inventory budgets and milestone projections were generated using the appropriate Inspection and Maintenance, anti-tampering, and vapor recovery flags.

The travel demand models used by ODOT for Ohio's urbanized area are uniquely suited to perform the attainment and milestone year Plan and TIP build/no build scenarios analyses required under the Final Conformity rule (Section 51.436), however, due to EDATA's redesignation to maintenance status for air quality, comparisons of the build/no build scenarios are no longer required for the Youngstown area. The conformity network includes all regionally significant project, regardless of funding sources. The LRP and TIP out year network are the same.

Analytical methodology

ISTEA requires that conditions be evaluated to assure that the implementation of transportation projects, as defined in the TIP for each tested year, do not create emission levels greater than if projects were not implemented. For specific years in the TIP and in the Transportation Plan the emissions must also be less than the emission budgets as established in the State Implementation Plan (SIP). However, the SIP budget can be increased through a SIP revision up to the emissions level specified for mobile sources in the attainment year emissions inventory. For Youngstown, the attainment year inventory is 1990.

For the out-year analysis of the TIP/LRP, a comparison was made between emissions attributable to the build or action network and the out-year SIP budget as defined in the January 31, 1996 Federal Register. The action plan began with the no-build network and contains all projects, including the design concept and scope of regionally significant projects, which shall be started in the TIP's time frame in order to achieve the highway and transit system envisioned by the transportation plan in the horizon year. Given MTAQMA's redesignation to maintenance status, conformity is based on rules identified at 3745-101-10 (A) and (B) of the Ohio Administrative Code. Analysis of the EDATA TIP/LRP action network demonstrates that ozone precursor emissions shall be less than the motor vehicle emissions budget established by the SIP maintenance plan for the horizon year.

Baseline and Action networks scenarios.

Based on U.S. EPA's action to redesignate the area's marginal non-attainment status to attainment for ozone, model comparisons of the action and baseline (build/no build) scenarios are no longer required. The 2005 budgets that are provided for the Youngstown area in the SIP revision are the only transportation conformity budgets set for the interim years.

The 1990 "attainment year" mobile source emission inventory for the Mahoning-Trumbull Air Quality Management Area has been established at 48.98 tons per summer day of VOC and 29.87 ton per summer day of NOx. The 2005 action network, built from the 1990 validated network, includes all projects documented in the TIP/LRP and all regionally significant capacity adding projects regardless of funding source that are expected to be on-ground by the year 2005. To arrive at the 2005 network emission burden, 2005 trips flagged for No Stage II Vapor Recovery System (VRS), No Inspection Maintenance (I/M), and No Anti-Tampering Program (ATP) have been loaded to this action network.

At the end of this Appendix, Table E-1 identifies all the projects analyzed for air quality conformity within the EDATA area. Map E-2 depicts the location of FY97-FY2000 capacity adding projects.

Normalization of the models to be consistent with HPMS.

EDATA's models have been normalized to be consistent with HPMS. Section 51.440 of the final Conformity rule requires development of a factor to reconcile and calibrate the network-based model estimates of vehicle miles traveled in the base year of its validation to the HPMS estimates for the same period.

Although Section 51.452 refers to calibrating VMT, it specifies that this is a requirement for serious and above areas after January 1, 1995. Although none of the Ohio nonattainment areas meet this requirement, Ohio decided that reconciling the HPMS generated data and the model generated data was merited. ODOT, OEPA, and the MPOs discussed whether the calibration should be based upon differences in emissions or on differences in VMT. The group decided that the emissions were the pertinent factor and therefore used the emissions difference for the calibration.

Ohio's factoring process compares the 1990 baseline emission inventories from the SIP with the 1990 baseline emissions from the urban model. A simple ratio calculating the percentage difference between the 1990 HPMS-generated emissions and the model emissions establishes the calibration factor. This factor is then applied to the Plan and TIP analysis scenarios to compare those emissions to the emissions in the redesignation plans, 15% plans, or Attainment demonstrations.

This process is used for the nonattainment area geography covered by an urban model. For geography not covered by an urban model, the HPMS data is used to directly calculate emissions.

$$\frac{\text{1990 HPMS}}{\text{1990 Model}} = \text{Calibration Factor}$$

Emission Analysis From The Non-Modeled Portion Of The EDATA Area

Conformity determinations for the EDATA nonattainment area use a combination of the urban model and non-model analysis procedures to determine the emission burdens for the entire nonattainment area. The specific combination used is determined by the geographic coverage of the area's model. All of Mahoning County and two-thirds of Trumbull County are covered by a transportation model which is used to perform the emissions analysis. For the one-third of Trumbull County which is not covered by this model, the emissions analysis was calculated using the 1990 Highway Performance Monitoring System (HPMS) data. The total emissions burden generated from the modeled portion of Trumbull County is factored to reconcile the model result with the HPMS data from which the inventories were developed. The calibration factors applied to the 2005 model results to obtain the non-modeled area burden were; one-third of the 13.235 tons per day for HC and one-third of the 11.296 tons per day for NOx. Consideration given to the one-third HPMS of Trumbull County not in the model increases the areawide total of HC emissions by 4.411 tons per day and the NOx emissions by 3.765 tons per day in 2005.

The modeled portion of the nonattainment area accommodates all capacity adding projects that will influence air quality analysis. There are no capacity adding projects identified for construction in the current TIP/LRTP analysis for the non-modeled area.

Regionally significant, non-federal projects that affect air quality.

During the FY96 TIP development process the Ohio Turnpike Commission (OTC) initiated action to add a third lane in the median strip of I80 from Youngstown to Toledo Ohio. The announcement fell concurrently with the Office of Technical Services efforts to conduct EDATA's air quality analyses and therefore was not reflected in the air quality analysis. For the FY97 TIP process, the OTC project has been included with the EDATA area projects analyzed for Air Quality Conformity as shown in Table E-1 at the end of this Appendix.

MAH-CH151 (South Avenue) is another non-federally funded project that has been submitted for air quality conformity analysis (Table E-1). This improvement to widen South Avenue to two and a half lanes in each direction from US224 to Afton Avenue was open to traffic in December, 1995. The major source of financing for this improvement was secured from the Local Transportation Improvement Program (LTIP) funds of the District Six Public Works Integrating Committee-Infrastructure Improvement Program.

How the Plan and/or TIP conforms to the requirements of the baseline and action test and/or the budget test.

The travel demand model has been used by ODOT for the Youngstown urbanized area to perform the TIP/LRP milestone year analysis required under the Final Conformity Rule. Based on U.S. EPA's action to redesignate the area's marginal non-attainment status to attainment for ozone, model comparisons of the build/no build scenarios are no longer required. The 2005 budgets that are provided for the Youngstown area in the SIP revision are the only transportation conformity budgets established by the maintenance plan for this area. There are no transportation conformity budgets set for the interim years.

The 1990 "attainment year" mobile source emission inventory for the Mahoning-Trumbull Air Quality Management Area has been established at 48.98 tons per summer day of VOC and 29.87 ton per summer day of NOx. The 2005 action network, built from the 1990 validated network, includes all projects documented in the TIP/LRP and all regionally significant capacity adding projects regardless of funding source that are

expected to be on-ground by the year 2005. To arrive at the 2005 network emission burden, 2005 trips flagged for No Stage II Vapor Recovery System (VRS), No Inspection Maintenance (I/M), and No Anti-Tampering Program (ATP).

CMAQ5A was developed and written by Charles R. Gebhardt of the Office of Technical Service, Ohio Department of Transportation. For air quality conformity analysis, the program uses emission factors from Mobile5A, Mobile Source Emission Factor Model, distributed by the United States Environmental Protection Agency, Office of Air and Radiation, Office of Mobile Sources, Emission Control Technology Division, Test and Evaluation branch and calculates vehicle miles of travel to estimate the pollutant burden associated with HC, CO, and NO_x.

The total Hydrocarbon (HC) pollutant burden as an output of the model is based on the summation of total Hourly Exhaust plus Evaporative plus Refueling emissions in tons per summer day. The Nitrous Oxide (NO_x) pollutant burden is derived from the total hourly Exhaust NO_x in tons per summer day. Total Vehicle Miles Traveled (VMT) is a calculation based on the summation of hourly HC Freeway (FWY) VMT plus HC Surface Arterials (SA) VMT.

Factors for HC, NO_x, and VMT are based on 1990 Highway Performance Monitoring System (HPMS) emission results (HC=40.94 TPD, NO_x=25.13 TPD, VMT=8,704,505) divided by the 1990 modeled emission results (HC=41.58 TPD, NO_x=33.301 TPD, VMT=9,238,925). The 2005 unadjusted model results were multiplied by the HPMS Adjustment Factor (rounded to 3 places).

The upper two layers of townships in Trumbull County (Mesopotamia, Bloomfield, Greene Gustavus, Kinsman, Farmington, Bristol, Mecca, Johnson, and Vernon) that are predominantly rural and outside of the urban area are not included in the EDATA model. The non-model area's pollutant burden and VMT in the out-year are calculated by multiplying Trumbull County's modeled emissions and VMT by 0.3333. The HPMS adjusted model results and non-modeled area results are added to establish total emissions for the 2005 EDATA TIP/LRP Area Action Plan. The 2005 emissions burden for both HC and NO_x are less than the established budgets and meet the transportation conformity test.

Table 13 summarizes EDATA's FY1997 - FY2000 TIP/LRP Air Quality Conformity findings. At the end of this Appendix is the required air quality data input and output files generated for the analysis.

TABLE E-1

**TRANSPORTATION IMPROVEMENT
PROGRAM**

**Fiscal Year 1997 to 2000
Projects Analyzed for Air Quality Conformity**

TABLE E-1

AIRTIP97

EASTGATE DEVELOPMENT AND TRANSPORTATION AGENCY - TRANSPORTATION IMPROVEMENT PROGRAM

Page
AM1

M A P N U M B E R	P I D #	C O U N T Y	R O U T E	S E C T I O N	L E N G T H	LOCATION AND TERMINI	T O T A L C O S T (000's)	T Y P E O F	P H A S E	FEDERAL FUND USE BY PHASE FOR FEDERAL PRO JECTS, STATE FUND USE FOR NON-FEDERAL PROJECTS (000's)				DESCRIPTION OF WORK										S P O N S O R
	AIR A/E									1997	1998	1999	2000	S U P P L E M E N T A R Y	A D D I T I O N A L	R E C O N S T R U C T I O N	R E S T O R E / H B	N E W C O N S T R U C T I O N	R E S T O R E / H B	B R I D G E S	M I S C E L L			
26	12122 A	COL MAH	SR14F SR14F	2.90 4.00	6.50	US62 (YOUNGSTOWN SALEM ROAD) TO MAH. CO. LINE; FROM COL. CO. LINE TO SR11 CONSTRUCT NEW 4 LANE LIMITED ACCESS ROAD ON NEW LOCATION PROGRAMMED FOR "PE" ONLY	1500	NH NH S S	P R C P R N				1200 300							0	X	STATE	*2005 **	
16	4248 A	MAH	FIFTH AVENUE		0.16	YOUNGSTOWN - RECONSTRUCT AND WIDEN ROADWAY FROM WOOD STREET TO LINCOLN AVENUE TO 5 LANES MPO STP R & C	335	STP STP L L L	P R C P R C	N 36 N 9			232 58		X					0		YNGST.	*1997 **	
22	14306 A	MAH	CH32			WESTERN RESERVE ROAD (PHASE 1) - GLENWOOD AVENUE TO IR680 - RECONSTRUCTION, TURNING LANES, DRAINAGE IMPROVEMENTS #116-95	3724	STP (MPO)	C				2979		X					0		MAH.CO	*2000 **	
23	14598 A	MAH	CH32			WESTERN RESERVE ROAD (PHASE 2) - FROM TIPPECANOE ROAD TO GLENWOOD AVENUE - RECONSTRUCTION AND TURNING LANES #116-95	2000	STP (MPO)	C	1600			1600		X					0		MAH.CO	*2000 **	
7	10976 A	MAH TRU MAH	SR46 SR46 SR46	14.67 0.00 16.80	3.37	CH18 TO 0.28 MILE SOUTH OF IR80; WEBB ROAD TO SALT SPRINGS ROAD WIDENING #034-92	11500	DP DP STP (MPO) NHS	R C C C C				1040 960 1200 5400		X					0		STATE	*2000 **	

* PROJECT ESTIMATED OPEN TO TRAFFIC YEAR

** PROJECT PREVIOUSLY INCLUDED ON 1995 TIP BUILD NETWORK FOR FY96 TIP AIR QUALITY ANALYSIS

TABLE E-1 (CONTINUED)

AIRTIP97 EASTGATE DEVELOPMENT AND TRANSPORTATION AGENCY - TRANSPORTATION IMPROVEMENT PROGRAM Page AM2

MAP NUMBER	PID #	COUNTY	ROUTE	SECTION	LENGTH	LOCATION AND TERMINI	TOTAL PROJECT LENGTH (000's)	TYPE OF FUND S	PHASE	FEDERAL FUND USE BY PHASE FOR FEDERAL PR JECTS, STATE FUND US FOR NON-FEDERAL PROJECTS (000's)				DESCRIPTION OF WORK										SPONSOR
	AIR A/E									1997	1998	1999	2000	SAFETY	UPGRADE ALIGNMENT	RECONSTRUCTION /REPAIRS	NEW CONCRETE	RESURFACING	BRIDGES	MISC CELL				
25	4239 A	MAH	US62F	4.36	4.28	0.42 MILES EAST OF 12TH STREET INTERCHANGE TO 0.52 MILES WEST OF SR14 - NEW CONSTRUCTION	11688	NH NH NH SS S	P R C P R C	X			632 158				X		6		STATE	*2001 **		
13	9566 A	MAH TRU	US62F US62F	0.54 0.00	5.49	YOUNGSTOWN - ALBERT STREET TO TRUMBULL COUNTY LINE, MAHONING COUNTY LINE TO IR80 HUBBARD EXPRESSWAY #058-91	48000	HDP HDP HDP NH NH NH SS S	P R C P R C P R C				3600 3900 2500				X				STATE	*2005 **		
15	12248 A	MAH	US62	18.35	0.75	YOUNGSTOWN - WICK AVENUE FROM WOOD STREET TO 300' NORTH OF MCGUFFEY ROAD - WIDEN/REALIGN INTERSECTION #025-89 MPO STP R & C	1370	STP STP STP LL S	P R C P R C	N			400 100	696 174		X			0		YNGST.	*1997 **		
24	4089 A	STA MAH	US62F US62F	39.18 0.00	5.48	SR225 TO 0.42 MILES EAST OF 12TH STREET - NEW CONSTRUCTION (PHASE I)	29300	NH NH NH SS S	P R C P R C	X X			1600 400				X				STATE	*2001 **		
9	6080 A	MAH	IR80	0.97	1.17	REPLACE TWO BRIDGES OVER MEANDER RESERVOIR WITH CAUSEWAY AND TWO SHORT BRIDGES, WIDEN TO 6 LANES	24550	IM IM IM SS S	P R C P R C	X X N			21600 250 2400		X				2		STATE	*2000 **		
10	11094 A	MAH	IR80	5.05	4.73	UPGRADE ROADWAY TO INCLUDE WIDENING AND REPLACEMENT OF PAVEMENT TO 6 LANES, WIDEN 11 BRIDGES - EAST OF IR680 TO 1.0 MILE EAST OF GIRARD EAST CORP. LIMIT	51200	IM NH	C C				21195 19480		X				11		STATE	*2001 **		

* PROJECT ESTIMATED OPEN TO TRAFFIC YEAR

** PROJECT PREVIOUSLY INCLUDED ON 1995 TIP BUILD NETWORK FOR FY96 TIP AIR QUALITY ANALYSIS

TABLE E-1 (CONTINUED)

AIRTIP97

EASTGATE DEVELOPMENT AND TRANSPORTATION AGENCY - TRANSPORTATION IMPROVEMENT PROGRAM

Page
AM3

MAP NUMBER	PID #	COUNTY	ROUTE	SECTION	LENGTH	LOCATION AND TERMINI	TOTAL PROJECT COST (000's)	TYPE OF PROJECT	PHASE	FEDERAL FUND USE BY PHASE FOR FEDERAL PROJECTS, STATE FUND USE FOR NON-FEDERAL PROJECTS (000's)				DESCRIPTION OF WORK										SPONSOR
	AIR A/E									1997	1998	1999	2000	SAFETY	ADDITIONAL	RECONSTRUCTION	REPAIRS / MAINTENANCE	NEW CONSTRUCTION	REPAIRS / MAINTENANCE	BRIDGES	MISCELLANEOUS			
8	9016 A	MAH	IR80/ SR46	3.81 16.07	0.73	0.5 MILE EAST OF SR46 TO 0.5 MILE WEST OF SR46 -RECONSTRUCTION OF OF IR80/SR46 INTER- CHANGE AREA	6675	IM IM IM SS SS	P R C P R C N							X					1		STATE	*2001 **
20	A	MAH	CH151			SOUTH AVENUE (PHASE 2) WESTERN RESERVE ROAD TO PRESIDENTIAL DRIVE - WIDENING AND SAFETY UPGRADE, DRAINAGE	2563	STP (MPO)	C			2050				X					0		MAH.CO	*2000 **
18	A	MAH	CH151			SOUTH AVENUE (PHASE 1) MIDLOTHIAN BOULEVARD TO NORTH OF MATHEWS ROAD - WIDENING AND SAFETY UPGRADE, DRAINAGE	2405	STP (MPO)	C	1924						X					0		MAH.CO	*2005 **
21	14340 A	MAH	US224	20.70	0.00	US224 AT RIVERSIDE DRIVE IN POLAND - INTERSECTION IMPROVEMENTS #019-90 MPO STP P & C	126	STP STP STP LL LL	P R C P R C N N N	25 6 19		75				X					0		POLAND	*1998 **
17	4229 A	MAH	CH313	0.43	1.10	YOUNGSTOWN - REPLACE CENTER STREET BRIDGE; IMPROVE SHIRLEY ROAD FROM POLAND AVENUE TO HOMEWOOD AVENUE; IMPROVE POLAND AVENUE/POWERSWAY/CENTER STREET INTERSECTION #023-85, #021-90	20500	DPU DPU DPU HDP HDP HDP BR BR BR LL LL	P R C P R C P R C N N N			3200 1000 2950 3350						X		5		MAH.CO	*1998 **	
12	7386 A	MAH TRU	SR711 SR711	0.00 0.00	3.09	IR680/SR711 INTERCHANGE TO IR80/SR11 CONSTRUCT INTERCHANGE & FOUR LANE LIMITED ACCESS HIGHWAY #075-92	31200	STP STP SS SS	P R C P R C			3000		4000					X		1		STATE	*2001 **

* PROJECT ESTIMATED OPEN TO TRAFFIC YEAR

** PROJECT PREVIOUSLY INCLUDED ON 1995 TIP BUILD NETWORK FOR FY96 TIP AIR QUALITY ANALYSIS

TABLE E-1 (CONTINUED)

AIRTIP97 EASTGATE DEVELOPMENT AND TRANSPORTATION AGENCY - TRANSPORTATION IMPROVEMENT PROGRAM

Page
AT4

M A P N U M B E R	P I D #	C O U N T Y	R O U T E	S E C T I O N	L E N G T H	L O C A T I O N A N D T E R M I N I	T O T A L L E N G T H (000's)	T Y P E O F	P H A S E	FEDERAL FUND USE BY PHASE FOR FEDERAL PRO- JECTS, STATE FUND USE FOR NON-FEDERAL PROJECTS (000's)				DESCRIPTION OF WORK								S P O N S O R		
										1997	1998	1999	2000	S U P P L E M E N T A R Y	A D D I T I O N A L	R E C O N S T R U C T I O N	R E H A B I L I T A T I O N	N E W C O N S T R U C T I O N	R E S T A U R E A N C E	B R I D G E S	M I S C E L L A N E O U S			
3	4159 A	TRU TRU	SUMMIT ST SR45	7.96	0.31 0.30	WARREN - US422 TO MAHONING AVE. (SR45) - WIDEN ROAD AND REPLACE STRUCTURE #023-84 MPO STP & TRANSFER C	4410	NH NH NH STP STP L L L S	P R C P R C P R C C	X X 2110 X 877 X 346 400										1		TRU.CO. WARREN	*1996 **	
1	12188 A	TRU	SR5	18.40	0.62	CORTLAND - SOUTH HIGH STREET - SR46 NORTH TO WALNUT CREEK BRIDGE - RECONSTRUCTION/TURNING LANE #096-91 MPO STP P & C	2000	STP STP STP L L S	P R C P R C	X N X N	1400 360				X	X					0		CORT- LAND	*1998 + **
2	5835 A	TRU	SR11	12.60	0.50	SR11 AT KING GRAVES ROAD CONSTRUCT INTERCHANGE #074-72	2680	NH NH S S S	P R C P R C	X X			400 1600 100 400				X				1		STATE	*1998 **
6	14192 A	TRU	CH28 TIBBETTS CORNERS WICK RD.			EAST OF SR11 TO MAHONING COUNTY LINE SOUTH ON LOGANWAY WICK AVENUE SAFETY UPGRADE, INTERSECTION IMPROVEMENTS MPO STP P	1000	STP STP STP L L L	P R C P R C	N N 20			720	X							0	X	TRU.CO.	*2000 **

* PROJECT ESTIMATED OPEN TO TRAFFIC

** PROJECT PREVIOUSLY INCLUDED ON 1995 TIP BUILD NETWORK FOR FY96 AIR QUALITY ANALYSIS

TABLE E-1 (CONTINUED)

AIR TIP 97

EASTGATE DEVELOPMENT AND TRANSPORTATION AGENCY - TRANSPORTATION IMPROVEMENT PROGRAM

Page
AT5

M A P N U M B E R	P I D #	C O U N T Y	R O U T E	S E C T I O N	L E N G T H	L O C A T I O N A N D T E R M I N I	T O T A L C O S T (000's)	T Y P E O F	P H A S E	FEDERAL FUND USE BY PHASE FOR FEDERAL PRO- JECTS, STATE FUND USE FOR NON-FEDERAL PROJECTS (000's)				DESCRIPTION OF WORK								S P O N S O R			
	AIR A/E									S U P P L E M E N T A R Y	A D D I T I O N A L	R E C O N S T R U C T I O N	R E H A B I L I T A T I O N	N E W C O N S T R U C T I O N	R E S T A U R E S	B R I D G E S	M I S C E L L A N E O U S	1997	1998	1999	2000				
2	8804 A	TRU	SR46	5.50	1.90	0.11 MILE SOUTH OF US422 TO 0.25 MILE NORTH OF SR82 - WIDEN SR46 TO FOUR LANES (STATE STP) #031-91 STATE STP R & C	6216	STP STP STP S S S	P R C P X X X C	X X 3280 X X 820						X						1	STATE	*1999 **	
11	11095 A	TRU	IR80	4.03	5.53	1.00 MILE EAST OF GIRARD CORP. LIMIT TO 1.59 MILES EAST OF BELL WICK ROAD - UPGRADE AND REPLACE PAVEMENT - WIDEN TO 6 LANES	46700	IM IM IM NH NH NH S S S	P R C P R C P R C	N N				945 20070 840 17480 315 6690		X						6	STATE	*2001 **	
5	14151 A	TRU	US422/ NILES VIENNA	17.81	0.5	NILES - INTERSECTION AND SIGNAL IMPROVEMENTS, WIDEN US422 TO 5 LANES NORTH AND SOUTH OF VIENNA ROAD MPO STP R & C	1635	STP STP STP L L S	P R C P R C	N N N			102		X	X							0	NILES	*2000 **

* PROJECT ESTIMATED OPEN TO TRAFFIC

** PROJECT PREVIOUSLY INCLUDED ON 1995 TIP BUILD NETWORK FOR FY96 AIR QUALITY ANALYSIS

TABLE E-1 (CONTINUED)

AIRTIP97 EASTGATE DEVELOPMENT AND TRANSPORTATION AGENCY - TRANSPORTATION IMPROVEMENT PROGRAM

NON-FEDERALLY FUNDED - REGIONALLY SIGNIFICANT TRANSPORTATION FACILITIES

Page
AQNF 6

P I D #	C O U N T Y	R O U T E	S E C T I O N	L E N G T H	L O C A T I O N A N D T E R M I N I	T O T A L C O S T (000's)	T Y P E O F	P H A S E	Y E A R O P E N T O T R A F F I C				D E S C R I P T I O N O F W O R K								S P O N S O R	
									1997	1998	1999	2000	S A F E T Y	U P G R A D E	A D D I T I O N A L	R E C O N S T R U C T I O N	R E S U R F A C E	N E W C O N S	R E S T A R E A	B R I D G E S		M I S C E L L
A	TRU	TURNPIKE 180		10.50	ADD THIRD LANE IN EXISTING OHIO TURNPIKE MEDIAN STRIP FROM YOUNGSTOWN TO TOLEDO OHIO - NEW CONSTRUCTION IN TRUMBULL COUNTY - FROM PORTAGE/TRUMBULL COUNTY LINE TO THE TRUMBULL/MAHONING COUNTY LINE.	440000	OTC	C	X								X				OTC	*1997 NEW PROJECT TRU. SEGMENT
A	MAH	TURNPIKE 180		1.60	ADD THIRD LANE IN EXISTING OHIO TURNPIKE MEDIAN STRIP FROM YOUNGSTOWN TO TOLEDO OHIO - NEW CONSTRUCTION IN MAHONING COUNTY - FROM MAHONING/TRUMBULL COUNTY LINE TO EXIT 15, WITH INTERCHANGE CONNECTION TO MAHONING AVENUE (CH18).		OTC	C		X							X				OTC	*1998 NEW PROJECT MAH. SEGMENT
A	MAH	CH151		1.29	SOUTH AVENUE (PHASE 3) - US224 TO AFTON AVENUE WIDENING AND SAFETY UPGRADE	2000	LTIP	C	X												PWIC/ MAH CO	*1995 NEW PROJECT

* PROJECT SEGMENT ESTIMATED OPEN TO TRAFFIC YEAR

** PROJECT PREVIOUSLY INCLUDED ON 1995 TIP BUILD NETWORK FOR FY96 TIP AIR QUALITY ANALYSIS

OTC - OHIO TURNPIKE COMMISSION

LTIP - LOCAL TRANSPORTATION IMPROVEMENT PROGRAM (.01c GAS TAX)

PWIC - PUBLIC WORKS INTEGRATING COMMITTEE





MAHONING AND TRUMBULL COUNTIES

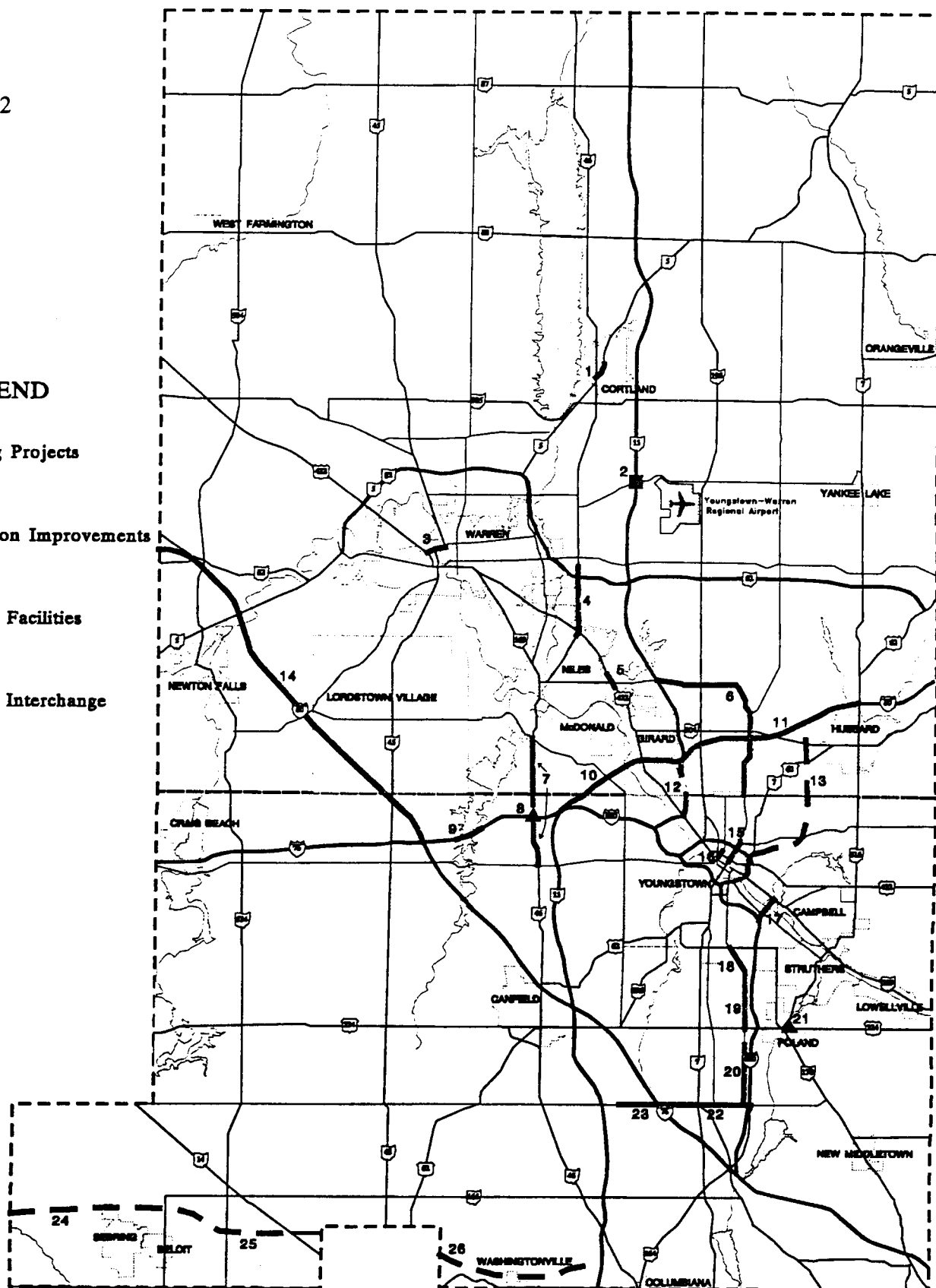
FY 1997-2000 TRANSPORTATION IMPROVEMENT PROGRAM

AIR QUALITY CONFORMITY ANALYSIS

Map E-2

LEGEND

-  Widening Projects
-  Intersection Improvements
-  Proposed Facilities
-  Proposed Interchange



**TRANSPORTATION IMPROVEMENT
PROGRAM**

**Fiscal Year 1997 to 2000
Air Quality Input and Output Data**

INPUT VALUES

1										2										3										4										5										6										7										8									
1	2	3	4	5	6	7	8	9	0	1	2	3	4	5	6	7	8	9	0	1	2	3	4	5	6	7	8	9	0	1	2	3	4	5	6	7	8	9	0	1	2	3	4	5	6	7	8	9	0	1	2	3	4	5	6	7	8	9	0	1	2	3	4	5	6	7	8	9	0										
ID, TRUMBULL COUNTY HPMS VMT EXPANDED AND FUTURE YEAR POLLUTANT BURDENS ESTIMATED																																																																															
ID, CRG 26 FEB 96																																																																															
ID, TRUMBULL COUNTY																																																																															
2 7 15																																																																															
1. 029 1. 027 1. 024 1. 023 1. 032 1. 000 1. 010 1. 019 1. 017 1. 011 1. 010																																																																															
1 007																																																																															
307470 231700 412480 428700 52450 393430 352840 394110 818540 624340																																																																															
234250 815270																																																																															
1. 554 1. 650 1. 817 1. 970 2. 236 2. 380 1. 651 1. 715 3. 063 2. 960 2. 938																																																																															
2. 950																																																																															
4. 332 3. 404 2. 061 2. 123 1. 904 1. 659 2. 018 1. 736 1. 630 1. 842 1. 651																																																																															
1. 578																																																																															
1. 241 1. 334 1. 462 1. 585 1. 805 1. 919 1. 336 1. 381 2. 490 2. 429 2. 411																																																																															
2. 420																																																																															
3. 089 2. 457 1. 655 1. 687 1. 566 1. 420 1. 631 1. 461 1. 381 1. 506 1. 388																																																																															
1. 347																																																																															
01 INTERSTATE																																																																															
02 PRINCIPAL ARTERIAL																																																																															
06 MINOR ARTERIAL																																																																															
07 MAJOR ARTERIAL																																																																															
08 MINOR COLLECTOR																																																																															
09 LOCAL																																																																															
11 INTERSTATE																																																																															
12 FREEWAY/EXPRESSWAY																																																																															
14 PRINCIPAL ARTERIAL																																																																															
16 MINOR ARTERIAL																																																																															
17 COLLECTOR																																																																															
19 LOCAL																																																																															

NOTE : Unable to photo copy computer print-out due to light print quality. Input Values have been entered into a spread sheet format. Computer hard copy is on file at EDATA offices.

SOURCE: ODOT OFFICE OF TECHNICAL SERVICES; PREPARED BY EDATA

TRUMBULL COUNTY	YEAR	1997					
FUNCTIONAL CLASSIFICATION	HPMS 1990 VMT	GROWTH FACTOR PER YEAR	1997 VMT	1997 VOC EF GN/MI	VOC POLLUTANT BURDEN TONS/DAY	1997 NOX EF GM/MI	NOX POLLUTANT BURDEN TONS/DAY
RURAL							
01 INTERSTATE	307470	1.029	369886	1.554	0.634	4.332	1.766
02 PRINCIPAL ARTERIAL	231700	1.027	275491	1.650	0.501	3.404	1.034
06 MINOR ARTERIAL	412480	1.024	481776	1.817	0.965	2.061	1.095
07 MAJOR ARTERIAL	428700	1.023	497720	1.970	1.081	2.123	1.165
08 MINOR COLLECTOR	52450	1.032	64198	2.236	0.158	1.904	0.135
09 LOCAL	393430	1.000	393430	2.380	1.032	1.659	0.719
URBAN							
11 INTERSTATE	352840	1.010	377538	1.651	0.687	2.018	0.840
12 FREEWAY/EXPRESSWAY	394110	1.019	446526	1.715	0.844	1.736	0.854
14 PRINCIPAL ARTERIAL	818540	1.017	915946	3.063	3.093	1.630	1.646
16 MINOR ARTERIAL	624340	1.011	672414	2.960	2.194	1.842	1.365
17 COLLECTOR	234250	1.010	250647	2.938	0.812	1.651	0.456
19 LOCAL	815270	1.007	855218	2.950	2.781	1.578	1.488
TOTAL	5065580		5600790		14.781		12.563
TRUMBULL COUNTY	YEAR	2005					
FUNCTIONAL CLASSIFICATION	HPMS 2005 VMT	GROWTH FACTOR PER YEAR	2005 VMT	2005 VOC EF GN/MI	VOC POLLUTANT BURDEN TONS/DAY	2005 NOX EF GM/MI	NOX POLLUTANT BURDEN TONS/DAY
RURAL							
01 INTERSTATE	307470	1.029	441219	1.241	0.604	3.089	1.502
02 PRINCIPAL ARTERIAL	231700	1.027	325538	1.334	0.479	2.457	0.882
06 MINOR ARTERIAL	412480	1.024	560973	1.462	0.904	1.655	1.023
07 MAJOR ARTERIAL	428700	1.023	576601	1.585	1.007	1.687	1.072
08 MINOR COLLECTOR	52450	1.032	77625	1.805	0.154	1.566	0.134
09 LOCAL	393430	1.000	393430	1.919	0.832	1.420	0.616
URBAN							
11 INTERSTATE	352840	1.010	405765	1.336	0.598	1.631	0.730
12 FREEWAY/EXPRESSWAY	394110	1.019	506431	1.381	0.771	1.461	0.816
14 PRINCIPAL ARTERIAL	818540	1.017	1027267	2.490	2.820	1.381	1.564
16 MINOR ARTERIAL	624340	1.011	727356	2.429	1.948	1.506	1.207
17 COLLECTOR	234250	1.010	269387	2.411	0.716	1.388	0.412
19 LOCAL	815270	1.007	900873	2.420	2.403	1.347	1.338
TOTAL	5065580		6212465		13.235		11.296

NOTE: Unable to photo copy computer print-out due to light print quality. Input Values have been entered into a spread sheet format. Computer hard copy is on file at EDATA offices.

SOURCE: ODOT OFFICE OF TECHNICAL SERVICES; PREPARED BY EDATA

CMAQ5AN WAS DEVELOPED AND WRITTEN BY CHARLES R. GEBHARDT
OF THE BUREAU OF TECHNICAL SERVICES
OHIO DEPARTMENT OF TRANSPORTATION

FOR CONGESTION MANAGEMENT, THE PROGRAM ESTIMATES THE VEHICLE HOURS OF TRAVEL, THE LEVEL OF SERVICE
(IN TERMS OF MILES, VEHICLE MILES, VEHICLE HOURS AND AVERAGE SPEED), THE VEHICLE DELAY AND
PERSON DELAY BY FUNCTIONAL CLASSIFICATION AND HOUR OF THE DAY IN THE CENTRAL BUSINESS DISTRICT (CBD),
CENTRAL CITY, SUBURBAN AND TOTAL AREAS.

FOR AIR QUALITY, THE PROGRAM USES EMISSION FACTORS FROM MOBILE5A: MOBILE SOURCE EMISSION FACTOR MODEL
DISTRIBUTED BY: UNITED STATES ENVIRONMENTAL PROTECTION AGENCY
OFFICE OF AIR AND RADIATION
OFFICE OF MOBILE SOURCES
EMISSION CONTROL TECHNOLOGY DIVISION
TEST AND EVALUATION BRANCH

AND THE CALCULATED VEHICLE MILES OF TRAVEL TO ESTIMATE THE POLLUTANT BURDEN ASSOCIATED WITH HC, CO AND NOX.

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1-----2-----3-----4-----5-----6-----7-----8
1---5---0---5---0---5---0---5---0---5---0---5---0---5---0---5---0
ID,CMAQ5ANS YOUNGSTOWN 2005 LRP BUILD NETWORK WITH 2005 TRIPS      03MAY96      CRG
ID,TIP TIME PERIOD 1997-2000
ID,USING YOU05R2_LRP_FY97.LNK YOUTP.GRD YOU_EF05NIM_M5ANO.FAC
ID,USING YOUAREA.DAT YOUINT05.DAT
CONTR,AQ
OPTION,PCTDIR=T,AREAXY=T,CENT=T,HSPEED=T
FUNC-1,1,2
FUNC-2,3, ,0,4,5,6,7,8,9
FUNC-3,R
PAR,716
AREAXY-1,250800,251200,52600,52800
AREAXY-2,250700,251300,52500,52900
AREAXY-3,240300,255000,44000,63000
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ID,USING FREEWAY SPEEDS ASSOCIATED WITH THE NEW HIGHWAY CAPACITY MANUAL
ID,FACTORS FOR RAMP & STEADY STATE SPEEDS ARE NOT APPLIED TO MOBILE 5A EMISSION
ID,FACTORS. MAXIMUM SPEED IS 57 MPH. SPEEDS CLOSELY RELATE TO THE SPEEDS
ID,USED IN THE SIP.
SPVC-11,57,57,57,57,57,57,57,57,57,57,57,54.8
SPVC-11,53,52.5,51.8,50.4,48,32,15,15,15,15,15,15
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SPVC-31,57,57,57,57,57,57,57,57,57,57,57,54.8
SPVC-31,53,52.5,51.8,50.4,48,32,15,15,15,15,15,15
FCFAC-1.,1.,1.,1.,1.,1.,1.,1.,1.,45.

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LISTING OF DATA TABLES

SUBSCRIPTS	0	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23

PCTADT																								
(A,F,HR---)																								
1,1	1.6	0.9	0.7	0.6	0.6	1.5	4.8	7.6	6.3	4.8	4.5	4.6	4.7	5.0	5.9	7.4	8.3	8.0	5.5	4.3	3.5	3.3	3.0	2.6
2	1.4	0.8	0.5	0.5	0.5	1.4	4.0	6.9	5.9	4.6	4.7	5.1	5.5	5.5	6.1	7.3	8.2	7.9	5.7	4.9	4.0	3.3	2.9	2.4
2,1	1.6	0.9	0.7	0.6	0.6	1.5	4.8	7.6	6.3	4.8	4.5	4.6	4.7	5.0	5.9	7.4	8.3	8.0	5.5	4.3	3.5	3.3	3.0	2.6
2	1.4	0.8	0.5	0.5	0.5	1.4	4.0	6.9	5.9	4.6	4.7	5.1	5.5	5.5	6.1	7.3	8.2	7.9	5.7	4.9	4.0	3.3	2.9	2.4
3,1	1.6	0.9	0.7	0.6	0.6	1.5	4.8	7.6	6.3	4.8	4.5	4.6	4.7	5.0	5.9	7.4	8.3	8.0	5.5	4.3	3.5	3.3	3.0	2.6
2	1.4	0.8	0.5	0.5	0.5	1.4	4.0	6.9	5.9	4.6	4.7	5.1	5.5	5.5	6.1	7.3	8.2	7.9	5.7	4.9	4.0	3.3	2.9	2.4
4,1	1.6	0.9	0.7	0.6	0.6	1.5	4.8	7.6	6.3	4.8	4.5	4.6	4.7	5.0	5.9	7.4	8.3	8.0	5.5	4.3	3.5	3.3	3.0	2.6
2	1.4	0.8	0.5	0.5	0.5	1.4	4.0	6.9	5.9	4.6	4.7	5.1	5.5	5.5	6.1	7.3	8.2	7.9	5.7	4.9	4.0	3.3	2.9	2.4
PCTDIR																								
(A,F,HR---)																								
1,1	44.0	44.0	50.0	52.0	58.0	66.0	66.0	60.0	58.0	54.0	48.0	48.0	48.0	50.0	52.0	44.0	38.0	40.0	44.0	46.0	50.0	52.0	52.0	50.0
2	48.0	48.0	46.0	48.0	54.0	64.0	62.0	62.0	62.0	58.0	54.0	54.0	52.0	52.0	52.0	48.0	44.0	40.0	46.0	50.0	50.0	48.0	48.0	50.0
2,1	38.0	40.0	40.0	46.0	56.0	64.0	70.0	70.0	68.0	62.0	58.0	52.0	52.0	52.0	50.0	46.0	38.0	38.0	46.0	52.0	46.0	42.0	42.0	40.0
2	44.0	46.0	44.0	48.0	54.0	62.0	66.0	68.0	64.0	56.0	54.0	52.0	50.0	50.0	50.0	46.0	40.0	38.0	46.0	52.0	48.0	46.0	46.0	46.0
3,1	44.0	46.0	48.0	54.0	60.0	68.0	68.0	64.0	58.0	54.0	52.0	50.0	50.0	52.0	52.0	48.0	42.0	40.0	44.0	48.0	48.0	44.0	46.0	44.0
2	40.0	42.0	44.0	48.0	58.0	66.0	72.0	68.0	60.0	56.0	54.0	50.0	50.0	50.0	50.0	46.0	40.0	38.0	46.0	50.0	46.0	44.0	44.0	44.0
4,1	42.0	43.0	46.0	52.0	58.0	66.0	68.0	65.0	61.0	56.0	53.0	50.0	50.0	51.0	51.0	46.0	39.0	40.0	45.0	49.0	48.0	46.0	47.0	45.0
2	44.0	46.0	45.0	48.0	55.0	64.0	66.0	66.0	62.0	57.0	54.0	52.0	51.0	51.0	51.0	47.0	42.0	40.0	46.0	51.0	49.0	46.0	46.0	47.0
FACTIONVC																								
(F,VC---)																								
1	1.00	1.00	1.00	1.00	1.00	0.95	0.91	0.87	0.82	0.78	0.73	0.69	0.66	0.62	0.52	0.38	0.31	0.29	0.29	0.29	0.29	0.29	0.29	0.29
2	1.00	1.00	1.00	1.00	0.95	0.90	0.85	0.80	0.73	0.67	0.62	0.55	0.52	0.49	0.45	0.26	0.17	0.17	0.17	0.17	0.17	0.17	0.17	0.17
SPEEDVC																								
(A,F,VC---)																								
1,1	57.0	57.0	57.0	57.0	57.0	57.0	57.0	57.0	57.0	57.0	57.0	54.8	53.0	52.5	51.8	50.4	48.0	32.0	15.0	15.0	15.0	15.0	15.0	15.0
2	25.0	25.0	25.0	25.0	25.0	23.8	22.5	21.2	20.0	18.9	17.5	16.6	15.7	14.8	13.6	10.8	9.2	9.0	9.0	9.0	9.0	9.0	9.0	9.0
3	29.0	28.0	27.5	27.0	25.9	25.5	25.0	24.0	23.0	22.0	21.0	20.5	19.5	18.5	15.5	12.0	10.0	8.0	6.0	5.5	5.5	5.5	5.5	5.5
2,1	57.0	57.0	57.0	57.0	57.0	57.0	57.0	57.0	57.0	57.0	57.0	54.8	53.0	52.5	51.8	50.4	48.0	32.0	15.0	15.0	15.0	15.0	15.0	15.0
2	30.0	30.0	30.0	30.0	28.5	27.0	25.5	24.5	22.0	20.0	18.5	16.6	15.7	14.8	13.6	10.8	9.2	9.0	9.0	9.0	9.0	9.0	9.0	9.0
3	29.0	28.0	27.5	27.0	25.9	25.5	25.0	24.0	23.0	22.0	21.0	20.5	19.5	18.5	15.5	12.0	10.0	8.0	6.0	5.5	5.5	5.5	5.5	5.5
3,1	57.0	57.0	57.0	57.0	57.0	57.0	57.0	57.0	57.0	57.0	57.0	54.8	53.0	52.5	51.8	50.4	48.0	32.0	15.0	15.0	15.0	15.0	15.0	15.0
2	35.0	35.0	35.0	35.0	33.0	31.0	29.5	27.5	25.0	23.7	22.5	18.6	17.7	16.8	13.6	10.8	9.2	9.0	9.0	9.0	9.0	9.0	9.0	9.0
3	29.0	28.0	27.5	27.0	25.9	25.5	25.0	24.0	23.0	22.0	21.0	20.5	19.5	18.5	15.5	12.0	10.0	8.0	6.0	5.5	5.5	5.5	5.5	5.5
4,1	62.5	62.5	62.5	62.5	59.5	56.5	54.5	52.3	50.3	48.3	46.4	44.8	42.8	41.0	35.8	28.0	24.1	19.6	15.5	15.0	15.0	15.0	15.0	15.0
2	32.0	32.0	32.0	32.0	28.8	27.2	25.8	24.4	22.3	20.8	19.5	17.3	16.4	15.5	13.6	10.8	9.2	9.0	9.0	9.0	9.0	9.0	9.0	9.0
3	29.0	28.0	27.5	27.0	25.9	25.5	25.0	24.0	23.0	22.0	21.0	20.5	19.5	18.5	15.5	12.0	10.0	8.0	6.0	5.5	5.5	5.5	5.5	5.5

LISTING OF DATA TABLES

SUBSCRIPTS	0	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23

SPEEDHR																								
(A,F,HR---)																								
1,1	59.0	59.0	59.0	59.0	59.0	59.0	57.0	53.0	53.0	55.0	55.0	54.0	54.0	53.0	53.0	52.0	50.0	50.0	50.0	52.0	53.0	55.0	57.0	59.0
2	21.0	21.0	21.0	21.0	21.0	21.0	21.0	14.5	14.5	21.0	21.0	21.0	21.0	21.0	21.0	14.5	14.5	14.5	21.0	21.0	21.0	21.0	21.0	21.0
2,1	59.0	59.0	59.0	59.0	59.0	59.0	57.0	53.0	53.0	55.0	55.0	54.0	54.0	53.0	53.0	52.0	50.0	50.0	50.0	52.0	53.0	55.0	57.0	59.0
2	28.3	28.3	28.3	28.3	28.3	28.3	28.3	15.0	15.0	28.3	28.3	28.3	28.3	28.3	28.3	15.0	15.0	15.0	28.3	28.3	28.3	28.3	28.3	28.3
3,1	59.0	59.0	59.0	59.0	59.0	59.0	57.0	53.0	53.0	55.0	55.0	54.0	54.0	53.0	53.0	52.0	50.0	50.0	50.0	52.0	53.0	55.0	57.0	59.0
2	32.0	32.0	32.0	32.0	32.0	32.0	32.0	23.0	23.0	32.0	32.0	32.0	32.0	32.0	32.0	23.0	23.0	23.0	32.0	32.0	32.0	32.0	32.0	32.0
4,1	59.0	59.0	59.0	59.0	59.0	59.0	57.0	53.0	53.0	55.0	55.0	54.0	54.0	53.0	53.0	52.0	50.0	50.0	50.0	52.0	53.0	55.0	57.0	59.0
2	25.0	25.0	25.0	25.0	25.0	25.0	25.0	17.0	17.0	25.0	25.0	25.0	25.0	25.0	25.0	17.0	17.0	17.0	25.0	25.0	25.0	25.0	25.0	25.0
HDGV																								
(A,F,HR---)																								
1,1	1.7	2.5	2.6	3.0	2.4	1.1	0.5	0.4	0.6	0.8	0.9	0.9	0.8	0.8	0.7	0.5	0.4	0.4	0.5	0.7	0.8	0.8	1.0	1.2
2	3.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	4.0	4.0	4.0	4.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
2,1	1.7	2.5	2.6	3.0	2.4	1.1	0.5	0.4	0.6	0.8	0.9	0.9	0.8	0.8	0.7	0.5	0.4	0.4	0.5	0.7	0.8	0.8	1.0	1.2
2	3.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	4.0	4.0	4.0	4.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
3,1	1.7	2.5	2.6	3.0	2.4	1.1	0.5	0.4	0.6	0.8	0.9	0.9	0.8	0.8	0.7	0.5	0.4	0.4	0.5	0.7	0.8	0.8	1.0	1.2
2	3.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	4.0	4.0	4.0	4.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
HDDV																								
(A,F,HR---)																								
1,1	18.6	27.4	29.1	33.7	27.1	12.7	6.2	4.7	6.8	9.2	9.8	9.6	9.3	8.8	7.6	6.1	4.9	4.4	5.8	7.7	8.8	9.0	10.9	13.0
2	5.0	16.0	16.0	16.0	16.0	4.0	4.0	4.0	4.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	1.0	1.0	1.0	5.0	5.0
2,1	18.6	27.4	29.1	33.7	27.1	12.7	6.2	4.7	6.8	9.2	9.8	9.6	9.3	8.8	7.6	6.1	4.9	4.4	5.8	7.7	8.8	9.0	10.9	13.0
2	5.0	16.0	16.0	16.0	16.0	4.0	4.0	4.0	4.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	1.0	1.0	1.0	5.0	5.0
3,1	18.6	27.4	29.1	33.7	27.1	12.7	6.2	4.7	6.8	9.2	9.8	9.6	9.3	8.8	7.6	6.1	4.9	4.4	5.8	7.7	8.8	9.0	10.9	13.0
2	5.0	16.0	16.0	16.0	16.0	4.0	4.0	4.0	4.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	1.0	1.0	1.0	5.0	5.0

LISTING OF DATA TABLES

SUBSCRIPTS	0	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23

HIGH SPD																								
SAVC																								
(A,VC-----)																								
1	25.0	25.0	25.0	25.0	25.0	23.8	22.5	21.2	20.0	18.9	17.5	16.6	15.7	14.8	13.6	10.8	9.2	9.0	9.0	9.0	9.0	9.0	9.0	9.0
2	40.0	40.0	40.0	40.0	38.0	36.0	34.0	32.0	30.0	28.0	26.0	23.2	20.4	17.6	14.8	12.0	9.2	9.0	9.0	9.0	9.0	9.0	9.0	9.0
3	50.0	50.0	50.0	50.0	48.0	46.0	44.0	42.0	40.0	38.0	36.0	32.1	28.2	24.4	20.6	16.8	13.0	9.0	9.0	9.0	9.0	9.0	9.0	9.0
HIGH BASE SPD																								
SAHSP																								
(A,HR-----)																								
1	25.0	25.0	25.0	25.0	25.0	25.0	25.0	22.0	22.0	23.8	23.8	22.5	22.5	22.5	22.5	21.2	20.0	20.0	22.0	24.0	25.0	25.0	25.0	25.0
2	35.0	35.0	35.0	35.0	35.0	35.0	35.0	30.0	30.0	35.0	35.0	35.0	35.0	35.0	35.0	30.0	30.0	30.0	35.0	35.0	35.0	35.0	35.0	35.0
3	45.0	45.0	45.0	45.0	45.0	45.0	45.0	38.0	38.0	45.0	45.0	45.0	45.0	45.0	45.0	38.0	38.0	38.0	45.0	45.0	45.0	45.0	45.0	45.0
1	1.50	1.44	1.41	1.41	1.39	1.35	1.28	1.27	1.24	1.37	1.45	1.47	1.47	1.50	1.48	1.45	1.38	1.45	1.53	1.82	1.79	1.79	1.72	1.70
2	1.50	1.44	1.41	1.41	1.39	1.35	1.28	1.27	1.24	1.37	1.45	1.47	1.47	1.50	1.48	1.45	1.38	1.45	1.53	1.82	1.79	1.79	1.72	1.70
3	1.50	1.44	1.41	1.41	1.39	1.35	1.28	1.27	1.24	1.37	1.45	1.47	1.47	1.50	1.48	1.45	1.38	1.45	1.53	1.82	1.79	1.79	1.72	1.70

THE PARAMETER RECORD VALUES ARE:

NUMBER OF CENTROIDS = 716

THE OPTION RECORD VALUES ARE:

AREA = F CENT = T SPEED = F AREAXY = T DEBUG = F TABLE = F REPORT = F PCTDIR = T HSPEED = T

BURDEN IS ESTIMATED FOR THE FOLLOWING HOURS: 0 1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23

THE FACTOR VALUE APPLIED TO THE HC VOLUMES IS 1.080.

THE FACTOR VALUE APPLIED TO THE CO VOLUMES IS 1.000.

FACTOR FOR HC & CO EMISSION FACTORS ON FREEWAYS AND EXPRESSWAYS OPERATING IN NON STEADY STATE MODE IS: 1.00

FACTOR FOR NOX EMISSION FACTOR ON FREEWAYS AND EXPRESSWAYS OPERATING IN NON STEADY STATE MODE IS: 1.00

FACTOR FOR HC & CO EMISSION FACTORS ON SURFACE ARTERIALS IS: 1.00

FACTOR FOR NOX EMISSION FACTOR ON SURFACE ARTERIAL IS: 1.00

FACTOR FOR HC & CO EMISSION FACTORS ON RAMPS IS: 1.00

FACTOR FOR NOX EMISSION FACTOR ON RAMPS IS: 1.00

FACTOR FOR HC AND CO EMISSION FACTORS ON FREEWAYS AND EXPRESSWAYS OPERATING IN THE STEADY STATE MODE IS: 1.00

FACTOR FOR NOX EMISSION FACTOR ON FREEWAYS AND EXPRESSWAYS OPERATING IN THE STEADY STATE MODE IS: 1.00

MINIMUM SPEED ON FREEWAYS AND EXPRESSWAYS OPERATING IN THE STEADY STATE MODE IS: 45.00

THE NUMBER OF COORDINATES READ IS: 3513

INTRAZONAL VMT IS: 59934.95

VEHICLE MILES OF TRAVEL AND POLLUTANT BURDEN BY HOUR OF DAY

HOUR	FWY	VMTC	SA	VMTC	SA	EXHAUST	RUNNING	RESTING	TOTAL	EXHAUST	EXHAUST
		HC		CO		HC	LOSS	LOSS	HC	NOX	CO
						IN TONS	IN TONS	IN TONS	IN TONS	IN TONS	IN TONS
0	60107			55649		0.044	0.004	0.002	0.050	0.220	0.506
0		103421		95657		0.118	0.019	0.003	0.140	0.232	1.476
1	33765			31272		0.027	0.002	0.001	0.030	0.153	0.287
1		59093		54705		0.077	0.009	0.002	0.087	0.190	0.853
2	26262			24310		0.022	0.001	0.001	0.024	0.125	0.229
2		36869		34117		0.051	0.004	0.001	0.056	0.109	0.548
3	22495			20817		0.019	0.001	0.000	0.020	0.116	0.193
3		36893		34128		0.049	0.005	0.001	0.054	0.108	0.542
4	22455			20809		0.018	0.001	0.001	0.020	0.101	0.195
4		36797		34083		0.046	0.006	0.001	0.053	0.106	0.536
5	56339			52169		0.041	0.004	0.002	0.046	0.175	0.498
5		103353		95698		0.107	0.019	0.003	0.129	0.235	1.411
6	180489			167122		0.115	0.014	0.006	0.135	0.434	1.509
6		295369		273505		0.309	0.060	0.010	0.379	0.705	4.058
7	285839			264656		0.177	0.024	0.010	0.211	0.640	2.337
7		509411		471800		0.603	0.132	0.019	0.753	1.156	8.047
8	236919			219364		0.151	0.020	0.008	0.179	0.581	1.894
8		435665		403357		0.478	0.101	0.017	0.596	1.042	6.174
9	180507			167126		0.118	0.015	0.007	0.139	0.486	1.406
9		339631		314528		0.350	0.074	0.014	0.438	0.787	4.377
10	169198			156644		0.120	0.015	0.007	0.141	0.479	1.364
10		347007		321373		0.356	0.080	0.015	0.451	0.748	4.370
11	173059			160235		0.123	0.017	0.007	0.147	0.488	1.361
11		376550		348800		0.387	0.097	0.018	0.502	0.768	4.655
12	176817			163723		0.126	0.019	0.008	0.152	0.494	1.357
12		406173		376016		0.421	0.116	0.020	0.557	0.826	4.935
13	188022			174084		0.134	0.022	0.009	0.165	0.518	1.411
13		406173		376016		0.424	0.125	0.021	0.570	0.814	4.808
14	221869			205443		0.158	0.030	0.011	0.198	0.587	1.625
14		450361		417113		0.477	0.159	0.024	0.660	0.898	5.265
15	278310			257671		0.196	0.041	0.015	0.253	0.697	1.983
15		538990		499070		0.614	0.231	0.031	0.877	1.062	6.697
16	312173			289039		0.219	0.051	0.018	0.288	0.748	2.166
16		605386		560576		0.844	0.319	0.037	1.200	1.351	8.845
17	300878			278566		0.211	0.051	0.018	0.280	0.708	2.070
17		583270		540080		0.813	0.319	0.037	1.169	1.328	8.434
18	206814			191512		0.146	0.032	0.011	0.189	0.512	1.451
18		420861		389690		0.513	0.174	0.025	0.712	1.016	5.329
19	161677			149702		0.112	0.021	0.008	0.142	0.425	1.161
19		361760		334996		0.412	0.125	0.020	0.556	0.770	4.526
20	131584			121844		0.091	0.015	0.006	0.112	0.358	0.979
20		295405		273468		0.332	0.086	0.015	0.432	0.630	3.794
21	124071			114855		0.085	0.011	0.005	0.102	0.339	0.956
21		243669		225578		0.269	0.058	0.011	0.338	0.498	3.227
22	112774			104421		0.078	0.009	0.004	0.091	0.327	0.898
22		214128		198280		0.237	0.043	0.009	0.288	0.475	2.865
23	97730			90500		0.068	0.008	0.003	0.079	0.302	0.804
23		177204		164145		0.195	0.035	0.007	0.237	0.399	2.450
HOURLY TOTAL									14.427	26.269	126.864

CMAQ5ANS YOUNGSTOWN 2005 LRP BUILD NETWORK WITH 2005 TRIPS 03MAY96 CRG
TOTAL VEHICLE MILES FOR HC, NOX AND CO WITH POLLUTANT BURDEN FOR EVAPORATION AND REFUELING

VMT HC		VMT NOX		VMT CO		EVAPORATIVE HC	REFUELING HC	TOTAL HC
FWY	SA	FWY	SA	FWY	SA	IN TONS	IN TONS	IN TONS
3761932.		3761932.		3483270.		1.572	0.709	2.281
	7441814.		7441814.		6890568.	3.083	1.473	4.556
GRAND TOTAL								21.264

THE NUMBER OF COORDINATES READ IS 3513
NUMBER OF LINKS READ IS 5068
NUMBER OF LINKS PROCESSED IS 5068

CMAQ5ANS (04-08-95) COMPLETED

YOUNGSTOWN AIR QUALITY ANALYSIS

	VMT HC			POLLUTANT						
	FREEWAY	SUR ART	TOTAL VMT	HC	CO	NOX	HC FACTOR	NOX FACTOR	HC AFTER FACTOR	NOX AFTER FACTOR
2005 LRP	3,761,932	7,441,814	11,203,746	21.264	126.864	26.269	0.987	0.754	20.988	19.807

APPENDIX F

PUBLIC INVOLVEMENT/INFORMATION RECORD

OVERVIEW OF PUBLIC REVIEW AND DISCUSSION

The RECORD of Public Review held by the Eastgate Development and Transportation Agency on Wednesday, April 10, 1996, regarding the FY97-FY2000 Transportation Improvement Program for Mahoning and Trumbull Counties is documented in Appendix F.

EDATA invites the public to participate in the public review by presenting oral and /or written questions/comments/testimony. For this year's Public Review, an open group discussion ensued as to specific project status. This record contains a summary of that discussion; paraphrasing the questions/comments/testimony presented (but not accompanied in a written format), and actual written correspondence sent to EDATA. An audio tape of the Public Review Meeting is on file in the offices of the Eastgate Development and Transportation Agency.

This section of the public review RECORD presents a summary overview.

The Draft FY97-FY2000 TIP was available for review from April 8 through April 19, 1996 at the following locations:

Mahoning County Commissioners Office
120 Market Street
Youngstown, Ohio

Trumbull County Commissioners Office
160 High Street NW
Warren, Ohio

Mahoning County Engineers Office
940 Bears Den Road
Youngstown, Ohio

Trumbull County Engineers Office
650 North River Road
Warren, Ohio

Eastgate Development and
Transportation Agency

April 8 - April 19, 1996

PUBLIC MEETING: April 10, 1996
3:30 - 5:30 PM

In Attendance
30

Open discussion

Location: Ohio One Building
2nd Floor Conference Room
25 E. Boardman Street
Youngstown, Ohio

INTRODUCTION

John R. Getchey, P.E., Executive Director of EDATA opened the public review meeting at 3:40 P.M. giving a brief introduction of staff; noting that representatives from the Ohio Department of Transportation's (ODOT) Central and District 4 Offices, and the Western Reserve Transit Authority (WRTA) were also available for questions. Mr. Getchey explained that this Public Involvement process provides an opportunity for all interested parties to comment/question Highway and Transit projects programmed over the next four years. To summarize Mr. Getchey said the following:

- * As the Metropolitan Planning Organization [MPO] for Mahoning and Trumbull Counties, the Eastgate Development and Transportation Agency [EDATA] annually prepares a Transportation Improvement Program [TIP].

- * Traditionally this document is prepared annually. Because of the complexity of various analyses that must be performed, and other federal requirements, each year it has been more difficult to have the document reviewed and submitted by July 1st to the FHWA/FTA for approval. ODOT is revising the process and beginning with FY98 the TIP will be prepared biannually. Details on the development process for such an effort will be presented to all Districts and MPO's in November 1996.

- * In order for the two county area to be eligible for federal funds for Highway and Transit systems, it must have a Long Range Transportation Plan (LRTP) developed according to specific federal requirements. EDATA's 2005 LRTP meets those federal regulations and thereby maintains the regions eligibility to continue receipt of federal funding.

- * The TIP includes a description of all Federal Aid Highway, Bridge and Transit improvement projects and provides a comprehensive listing of transportation improvements within Mahoning and Trumbull counties that will use federal and state funding in the next four years.

- * The FY1997 - FY2000 TIP lists Bike-way, Railroad, Highway, Bridge, Transit Improvements, Enhancements to improve pedestrian walkways and sidewalks, and Transportation system related projects.

- * The TIP shows all of the improvements being considered by the WRTA, including items such as operating cost and new vehicles.

- * A Summary of the Air Quality Conformity is also provided.

- * For informational purposes, projects not scheduled within the four year time frame are also shown in the document.

- * Included are Major/New Construction projects programmed by ODOT. In April 1995, ODOT initiated a process for major new project selection that used transportation and economic development criteria to evaluate and select projects for the four year State Transportation Improvement Program (STIP). This process was finalized on February 16, 1996.

- * One of the ODOT's larger projects outside of the four year TIP program, the SR711 Connector, has been brought into the FY1997-2000 program. EDATA was notified on April 5, 1996 by ODOT that Governors Discretionary Funds were released amounting to approximately \$21 million. The state is working towards a construction award sometime in the year 2000/2001.

* During calendar year 1995 over \$20 million dollars of Federal and State money was spent in the two county area for Federal Aid and State Aid Highway projects. For the previous year (1994) over \$27 million was spent for the two county area. EDATA has been involved in many of the projects constructed within the two county area, without any extensive media coverage. Many projects are on-going within the area, but it appears that only projects that have been delayed draw an interest or receive media coverage.

* Some of the larger projects that have sold this year are: The Mahoning Avenue Bridge Replacement (over Mill Creek Park) and the I680 Resurfacing (from South Avenue to Steel Street). Other projects advancing towards sale dates include but are not limited to: The Mahoning Avenue Reconstruction (from Meander Reservoir to the Portage County line; Jacobs Road Bridge Replacement; US224 Signalization project (from SR11 to I680); Summit Street Bridge; and the I80 Bridge Rehabilitation (over Mahoning River).

Mr. Getchey then introduced James Wells, EDATA's Transportation Program Manager. Mr. Wells began by saying it is required by federal mandate that all Air Quality Conformity findings for EDATA's TIP/LRTP air quality analyses be presented at a Public Review and open to question/discussion. What has changed from last year's Air Quality Conformity review and should be noted, Mr. Wells explained, is that since February 1992, the EDATA staff actively coordinated efforts with the Mahoning-Trumbull County Pollution Control Agency, Ohio EPA, MS Consultants, and ODOT to address requirements for redesignation of the Mahoning-Trumbull portion of the Air Quality Management Area to attainment for ozone.

On January 31, 1996 the U.S. EPA published a direct final rule in the Federal Register approving Ohio's State Implementation Plan (SIP) revision request to redesignate the Youngstown (Mahoning-Trumbull Air Quality Management Area) marginal nonattainment area to attainment, and established an ozone standard maintenance plan for the area. EDATA must now maintain "attainment" of the National Ambient Air Quality Standards (NAAQS) for at least ten years from the date of redesignation. The "direct final rule", effective April 1, 1996, alters the process used in previous year TIP analysis and reporting requirements to demonstrate air quality conformity within the EDATA area.

Based on U.S. EPA's action to redesignate the area's marginal nonattainment status to attainment for ozone, model comparisons of the build/no build scenarios are no longer required. The 2005 budgets that are provided for the Youngstown area in the SIP revisions are the only transportation conformity budgets established by the maintenance plan for this area. There are no transportation conformity budgets set for the interim years.

Using an overhead transparency Mr. Wells detailed that the transportation conformity budgets for 2005 will be 32.16 TPD of VOC and 27.30 TPD for NOx. These budgets are derived from the SIP amendment and are based on allocating 30 percent of the VOC emissions safety margin to the mobile source sector and 70 percent of the NOx emissions safety margin (difference between the total 2005 emissions and the 1990 emissions for VOC and NOx) to the mobile sources sector. The redesignation does not require TCMs to maintain the ozone standard, unless growth in Volatile Organic Compound (VOC) emissions interfere with continued attainment. Should TCMs be required as part of the contingency provisions of this State Implementation Plan (SIP) revision, OEPA will consider mobility impacts in selecting the appropriate TCMs to implement.

Continuing on, Mr. Wells stated that Conformity determinations for the EDATA nonattainment area use a combination of the urban model and non-model analysis procedures to determine the emission burdens for the entire nonattainment area. The specific combination used is determined by the geographic coverage of the area's model. All of Mahoning County and two-thirds of Trumbull County are covered by a transportation model which is used to perform the emissions analysis. Referring to the hand-out, for the one-third of Trumbull County which is not covered by this model, the emissions analysis was calculated using the 1990 Highway Performance Monitoring System (HPMS) data. The total emissions burden generated from the modeled portion of Trumbull County is factored to reconcile the model result with the HPMS data from which the inventories were developed. The calibration factors applied to the 2005 model results to obtain the non-modeled area burden were; one-third of the 13.235 tons per day for HC and one-third of the 11.296 tons per day for NOx. Consideration given to the one-third HPMS of Trumbull County not in the model increases the areawide total of HC emissions by 4.411 tons per day and the NOx emissions by 3.765 tons per day in 2005. The 2005 emission burden for both HC and NOx are less than the established budgets and meet the transportation conformity test.

Mr. Wells said EDATA's TIP is consistent with the 2005 Long Range Transportation Plan (LRTP) and identifies sources of the data for the most recent planning assumptions. The modeling process used to develop EDATA's 2005 LRTP is calibrated using the 1990 Census figures.

In closing, Mr. Wells explained EDATA is now in the process of updating the 2005 LRTP to the outyear of 2020. A Working Papers package to Develop Goals, Objectives, and Policies for the 2020 LRTP were distributed for informational purposes only. They are meant to generate thought about what we envision for the Mahoning and Trumbull Counties 2020 transportation system. This information was provided as a guide and for use to develop goals, objectives and policies that will direct and control the LRTP within Mahoning and Trumbull counties. The package contained examples of goals identified by several agencies, including EDATA, from long range planning update efforts. These materials should provide some idea of how other regions of the county are responding to ISTEA to direct, control and achieve implementation of their plans. EDATA's minimum requirement is to respond to the sixteen (16) factors and public involvement efforts that have been identified by the FHWA; being explicit in defining each goal, objective and policy to reduce the possibility of misunderstanding.

QUESTION by Peter H. Milliken [Youngstown Vindicator-Staff Reporter]: Based on information presented now, is there any possibility in the foreseeable future that either the Federal or State EPA's will require emissions testing of all vehicles for Mahoning and Trumbull Counties?

RESPONSE by Mr. Wells [EDATA Program Manager]: As far as what we have presented in the redesignation submittal package and our air quality analysis model, emissions testing will not be necessary. However, if our area would show four (4) exceedences of the NAAQS in three consecutive years, violating the established ozone standard, we would be subject to develop Transportation Control Measures (TCM) to reduce emissions. The question is well noted due to the many problems with regards to the vehicle emissions Inspection and Maintenance (IM) program recently implemented in the Akron/Cleveland Ohio area.

Mr. Getchey then introduced Kathleen Rodi, EDATA's Projects Engineer responsible for TIP coordination. Ms. Rodi stated that EDATA invites the public to participate in the Public Review by presenting oral and /or written questions/comments/testimony regarding EDATA's FY1997-FY2000 TIP for Mahoning and Trumbull counties. The draft TIP has been prepared during the past year in conjunction with ODOT and with the participation of Public Agency Providers of transportation services, as well as private organizations, and individuals. Continuing on she said that Legal notice of this Public Review was published on March 27, 1996 in the Youngstown Vindicator and the Warren Tribune. This public notification was published at least 14 days prior to the Public Review as required by statute. In addition, notice of the Public Review was included in a press release mailed April 3, 1996 to over thirty-five TV stations, radio stations and newspapers within Mahoning and Trumbull Counties. The legal notice was published again on April 3, 1996. Affected and/or interested governments, organizations and individuals were also notified.

Ms. Rodi then briefly outlined the procedure for the review stating that:

- (1) Groups or individuals who wish to present oral questions/comments/testimony are encouraged to provide for the record, a copy of those statements. If a copy of the statement is not accompanied with the oral questions/comments/testimony, a paraphrase of the oral presentation will be incorporated into the Public Review Record.
- (2) It was requested that oral questions/comments/testimony and/or the submission of written statements be preceded by giving your name, address, municipality or county of residence, and the name of the agency or group you represent, if appropriate.
- (3) In fairness to all present, Ms. Rodi urge each person presenting their testimony to adhere to a five minute time limit. If the testimony is becoming repetitious or redundant or not relevant to the subject of the review, she may ask the speaker to limit/or end their testimony.
- (4) For the submission of written statements, the record for this Public Review will be open until 5:00 P.M. on May 1, 1996. Comments may be submitted in person, by mail, or by facsimile transmission and should be directed to the attention of:

Mr. JOHN R. GETCHEY, P.E.
EXECUTIVE DIRECTOR
EASTGATE DEVELOPMENT AND TRANSPORTATION AGENCY
OHIO ONE BUILDING, SUITE 400
25 E. BOARDMAN STREET
YOUNGSTOWN, OHIO 44503
FAX: 330/746-8509

- (5) Ms. Rodi said that statements received/submitted at this review today, and from the other locations mentioned earlier, will be available for public inspection at EDATA after May 10, 1996.

ATTENDANCE ROSTERS OF PUBLIC REVIEW HELD ON April 10, 1996

Eastgate Development and Transportation Agency
25 East Boardman St. • Youngstown, Ohio 44503

Public Hearing
1997-2000 Transportation Improvement Program
3:30-5:30 p.m. April 10, 1996

Name	Address/Agency
1. Con Merian	211 Oncom Mental Health
2. Jack Wang	ODOT - Dist. 7
3. Ed Beach	Poland Twp.
4. Kris Arce	BAZETTA TWP
5. Carmen Fortunato	Youngstown, Ohio
6. David Hina	ODOT - Dist. 4
7. Gary Cook	Centfield Township
8. Charles M. Terek	Campbell, Ohio
9. Joyce Balestra	BEAVER TWP.
10. Christi Sanders	Chamber
11. David A. Thoresen	BEAVER Twp. P.D.
12. Susan E. Dickow	Mill Creek Park Dist.
13. Peter H. Milliken	Vindy
14. Nancy Brundage	CAB EDATA
15. Mark Buell	MMH Co Eng
16. Dave Balcalar	Thomas Fik & Associates, Ltd
17. Randy Smith	Tuscarawas County Engineer
18. Jim Ferraro	WETA
19. Ron Barnhart	LORDS TOWN

Eastgate Development and Transportation Agency
25 East Boardman St. • Youngstown, Ohio 44503

Public Hearing
1997-2000 Transportation Improvement Program
3:30-5:30 p.m. April 10, 1996

[illegible]

OPEN COMMENTS/QUESTIONS/DISCUSSION PARAPHRASED
[NOT ACCOMPANIED BY WRITTEN SUBMISSION]

COMMENT by **Curt B. Seditz [Boardman Township Administrator]**: Boardman Township supports the proposed signalization project along US224. Mr. Seditz stressed that he speaks for thousands of Boardman citizens-all supporting the proposed signalization work. Not only will this project benefit our citizens, but also the citizens from the City of Canfield, the Village of Poland and anyone traveling in this area. Mr. Seditz said, there is joint cooperation between EDATA, ODOT District 4 and Boardman Township to bring this project to fruition as soon as possible.

RESPONSE by **Kathleen Rodi [EDATA Projects Engineer]**: Congestion Mitigation and Air Quality (CMAQ) funds are programmed for the US224 Signalization project. The FHWA issued guidance regarding the intent of the program and the types of projects eligible. The funds are administered by ODOT for the state of Ohio, with the Federal share for most eligible activities and projects being 80%. For this project, EDATA applied for 100% construction according to United States Code Title 23 Sec.120 (c). To determine eligibility EDATA submits a project description and emissions reduction analysis documenting air quality benefits for the proposed project to ODOT District 4 and ODOT Central Office of Planning, requesting review and recommendation to the Ohio EPA. If there is concurrence between ODOT and the Ohio EPA on the project submittal, the project analysis will then be sent to the US DOT for CMAQ eligibility review. If the project meets the standard criteria and emissions reduction analysis methodologies accepted by the appropriate federal agencies, it will then be programmed into the EDATA TIP. EDATA has programmed six projects utilizing CMAQ funding. All projects have been determined eligible by the US DOT.

COMMENT FOLLOW-UP by **Charles Tieche [City Manager-City of Canfield]**: The City of Canfield located on the western boarder of the US224 corridor is primarily a residential community, and very aware of the traffic repercussions though the community. Mr. Tieche continued saying consideration of extending the US224 Signalization project through Canfield will benefit not only Canfield residents, but also those individuals from Austintown that come to Canfield to get to Boardman, and those that travel from Boardman further to the west to get to Ellsworth.

COMMENT by **William D. DeCicco [CASTLO-Community Development Corporation-Executive Director]**: Although is it important to talk about air quality and environmental concerns, what the Mahoning Valley needs drastically are jobs and job opportunities. Being encouraged at some of the recent legislation, Mr. DeCicco said the development of "Brown Field Sites" tax credits can be very promising to the area's prime Brown Field industrial site located along the Mahoning River, southeast of Youngstown and in the vicinity of Campbell, Struthers and Lowellville. CASTLO, along with many citizens would like the assurance that both the Center Street Bridge (MAH-CH313) and the Bridge Street (MAH-SR616) projects are among the top priority projects for the county and highly favored in EDATA's TIP.

RESPONSE by **Kathleen Rodi [EDATA]**: Yes, these projects are very important to the area. We have been informed by ODOT that the sale date for the Center Street Bridge may be moved up from FY99 to as early as FY97. The Bridge Street project is slated for a public hearing very soon to discuss bridge alternatives. EDATA believes the state would also like to bring these two projects to realization, noting the inconvenience of having the Center Street Bridge closed, and the need to replace both bridges.

QUESTION by **Gary Cook [Canfield Township]**: In conjunction to the signalization project along US224, there was a proposal to widen Western Reserve Road (MAH-CH32) by adding lanes to by-pass and/or eliminate some of the traffic off US224. Is there an update as to what is proposed?

RESPONSE by Kathleen Rodi [EDATA]: There are two phases of the Western Reserve Road (MAH-32) project. Phase (1) limits are from Glenwood Avenue to I680; Phase (2) limits originally went from Knauff Road to Glenwood Avenue. At the request of the Mahoning County Engineer's office, the length of that project was reduced and are now from Tippecanoe Road to Glenwood Avenue. Work is on going with programming for those projects scheduled beyond FY2000 because of financial constraint.

COMMENT FOLLOW-UP by John Getchey, P.E. [EDATA-Executive Director]: Addressing Mark Buccilli-Financial Resources Coordinator-Mahoning County Engineer's office: Are there plans to possibly use Issue 2 money for the segment of Western Reserve Road from Knauff Road to Tippecanoe Road?

RESPONSE by [Mark Buccilli-Financial Resources Coordinator-Mahoning County Engineer's]: There have been in-house discussions about conducting a speed study and possibly doing a preliminary engineering work-up for that segment of Western Reserve Road, however no final decision has been made at this time.

QUESTION by Charles Tieche [City of Canfield]: What is the current update on the US62 Relocation project located in the southern portion of Mahoning County?

RESPONSE by Jacob J. Wang, P.E. [ODOT District 4-Planning Engineer]: The state is still in the process of doing the Environmental Impact Statement for the proposed US62 project between the Alliance and Salem bypass. A Major Investment Study (MIS), as required by ISTEA, is planned for this project to further define the purpose and need.

COMMENT FOLLOW-UP by Charles Tieche [City of Canfield]: Why is this the same statement we have been hearing for the last 15 to 20 years? This project has been pursued by Stark, Columbiana, and Mahoning Counties since the early 70's. It appears that we keep hearing these studies are being done for the US62 Relocation southern connector without anything being done.

RESPONSE by Jacob J. Wang [ODOT]: The US62 Relocation studies began in the mid 60's. ODOT is still working to complete the Environmental Impact Statement (EIS) with the knowledge that currently, there is no money available at this time for construction. ODOT will continue to work on this project. The project schedule can change based on funding availability, nevertheless, it is likely that ODOT will not have funding for this project until at least 2004.

COMMENT by Kathleen Rodi [EDATA]: To follow-up on project advancement, there may be a number of reasons a project can be delayed/advanced to sale date. For example, a tentative sale date for a specific project may be established, however if a milestone developmental activity (Environmental Document, Line Grade and Typical Submittal, etc.) has been delayed, the review time at the District and Central office is also delayed, thereby moving the project back. On the other hand, the project's milestones activities may be ahead of schedule-moving the project ahead. Projects are advanced to sale based on "readiness to proceed". Several communities have experienced both scenarios.

COMMENT FOLLOW-UP by Charles Tieche [City of Canfield]: This is not the case with the US62 Relocation project. This is a totally State sponsored Federal Highway project, with no local community involved in the funding match. Mr. Tieche asserted, that not only is it a matter of state funding allocations declining, but even more so, maybe the priorities are changing by those studying this project.

QUESTION by Ron Barnhart [Village of Lordstown-Planning & Zoning Administrator]: Were the six projects programmed by EDATA using CMAQ funding, for 1995 or 1996 and what is the total cost?

RESPONSE by Kathleen Rodi [EDATA]: At that time, six projects were submitted before the established November 13, 1995 CMAQ deadline, which has since been extended, thereby allowing the possibility of adding CMAQ projects to the TIP. The Village of Lordstown's request for EDATA's CMAQ funding for an intersection improvement will be subject to air quality analysis, with CMAQ project eligibility pending. EDATA has programmed about \$3.4 million in CMAQ funding.

QUESTION by Ron Barnhart [Village of Lordstown]: About twelve years ago, EDATA passed a resolution supporting a SR45/I76 Interchange, which was prioritized behind the proposed Hubbard Expressway and the King Graves Road Interchange, speaking for the Village of Lordstown, the project does not appear anywhere-What happen to it?

COMMENT FOLLOW-UP by John Getchey [EDATA]: The interchange at SR45/I76 was identified in the previous LRTP, readily, Mr. Getchey could not recall exactly where, however, he stated that EDATA will check on this project and get back to him.

Refer to Written Comments - A.

COMMENT by John Getchey [EDATA]: If there are any questions, such as the one asked by Lordstown about the SR45/I76 project, or any problems/concerns about your project, or any project, Ms. Rodi is the Project Expediter. It is her responsibility to closely follow and expedite all of EDATA's projects for the two county area. Periodically, forms will be distributed to all sponsors of projects programmed in EDATA's TIP. These forms will provide a means of "TRACKING" the projects status and assure coordinating efforts between the sponsor, ODOT and EDATA are on-going.

CONCLUSION OF OPEN COMMENTS/QUESTIONS/DISCUSSION:

Mr. Getchey thanked everyone for their questions/comments; again noting that staff and representatives from ODOT and the WRTA will be available for one-on-one questions/comments.

WRITTEN SUBMISSIONS WITH RESPONSE



Village of Lordstown

1455 SALT SPRINGS ROAD, S.W.
LORDSTOWN, OHIO 44481-9658
(216) 824-2507 • FAX (216) 824-3703

A

April 12, 1996

Office of the Mayor

Village Council

Office of the Clerk

Office of the Treasurer

Board of Public Affairs

Water Department

Zoning Department

Zoning Board of Appeals

Street Department

Income Tax Department

Parks Department

Recreation Department

Planning Commission

Buildings & Grounds
Department

Mr. James Wells, Transportation Engineer
E.D.A.T.A. Offices
Ohio One Building, Suite 400, 25 E. Boardman Street
Youngstown, OH 44503

RE: Reprogramming State Route 45 and State Route 76 Interchange

Dear Mr. Wells,

As we spoke this past Wednesday at the TIP meeting, it appears that the interchange programmed for S.R. 45 and S.R. 76 in Jackson Township, Mahoning County, has somehow been scratched from the long range TIP plan.


X

I am enclosing some information indicating the support that we had and the time frame that we had programmed for this project. The Village of Lordstown initiated this project and shortly thereafter was informed that Mahoning County should sponsor the project since it is in Mahoning County. From that point, we lost touch of it. This past Wednesday, I realized that it was not on the priority list.

Please be advised that the Village of Lordstown, as well as Jackson Township, feel a need for this interchange for economic development expansion. We, therefore, would like this project to be reprogrammed with an initiation time of 1986.

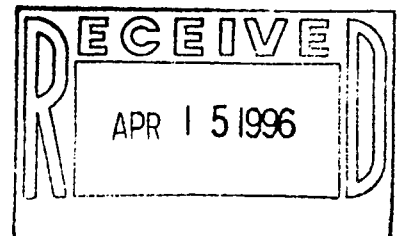
Please advise me who to contact at the county to sponsor this project. I am also sending copies of this letter to the TAC and CAC committees for their support.

Sincerely,


Ron Barnhart,
Planning and Zoning Administrator

CC: Lordstown Village Mayor and Council
Jackson Township Trustees
Trumbull County Commissioners
Mahoning County Commissioners

X-Additional attachments on file
at EDATA offices.



EASTGATE DEVELOPMENT & TRANSPORTATION AGENCY

A

April 26, 1996

Mr. Ron Barnhart
Planning and Zoning Administrator
Village of Lordstown
1455 Salt Springs Road
Lordstown, Ohio 44481-9658

Dear Mr. Barnhart,

I am providing the following information, based on your inquiry at the TIP public involvement meeting held on April 10th and your follow up letter dated April 12th, regarding the 2005 Long Range Plan (LRP) status of the SR45/I76 interchange project.

This improvement is documented in the EDATA 2005 LRP Update as a "Future Needs" - ODOT sponsored project. I have attached a copy of Page LRP2005-ODOT/FN1. In the process of developing a 2005 Update to address the requirements of the Intermodal Surface Transportation Efficiency Act (ISTEA), EDATA staff and ODOT-District 4 personnel had numerous discussions concerning the inclusion of "financially constrained" ODOT sponsored projects in the planning document. Generally, the product of this effort amounted to EDATA only including those ODOT projects where, (1) future funds were reasonably expected to be committed or (2) the planning, right-of-way, or construction phase was programmed in the Transportation Improvement Program at the time of development of the 2005 LRP Update. The SR45/I76 interchange did not meet either of these criteria. The improvement was listed in the future needs section as a "stake-holder" project so that if future financial resources became available the project may have been able to advance to an active status.

An attachment to your April 12th letter included a copy of ODOT's February 10, 1987 letter to EDATA. That letter summarized ODOT's policy of giving financial priority to system preservation. Basically, that policy has not changed. ODOT has however, initiated a process to establish priorities for major new highway construction projects. A copy of ODOT's current selection criteria is attached.

A copy of a recent policy adopted by ODOT for the construction of new interchanges is also attached. Based on this policy, our local entities will be required to provide at least fifty percent of the total cost of a new interchange. In the development of our 2020 Long Range Transportation Plan various financial alternatives that assess the fifty percent local share of the total cost for new interchanges will have to be explored.

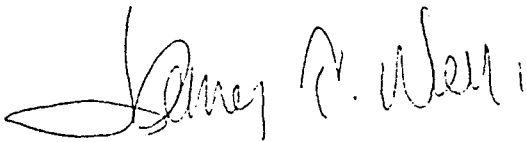


John R. Getchey, P.E., Director

Mr. Ron Barnhart
April 26, 1996
Page 2

EDATA shall keep you informed on the progress of the 2020 Long Range Transportation Plan as it evolves. Your efforts to advance this or any other transportation improvement is appreciated and your input will be considered in preparing the new Plan. If you have any questions, please telephone me at (330) 746-7601.

Sincerely,
EASTGATE DEVELOPMENT AND
TRANSPORTATION AGENCY

A handwritten signature in black ink, appearing to read "James T. Wells". The signature is fluid and cursive, with a large initial "J" and a stylized "W".

James T. Wells, Manager
Transportation Programs

copy: ltrtovol.wps

**EASTGATE DEVELOPMENT AND TRANSPORTATION AGENCY – LONG RANGE TRANSPORTATION PLAN
EDATA AREA – FUTURE NEEDS – ODOT SPONSORED PROJECTS**

Page
LRP2005-ODOT/FN1

FUTURE
NEEDS

P I D #	C O U N T Y	R O U T E	S E C T I O N	L E N G T H	L O C A T I O N A N D T E R M I N I	T O T A L L E N G T H (000's)	P R O J E C T T Y P E S O F	P H A S E	FEDERAL FUND USE BY PHASE FOR FEDERAL PRO-JECTS, STATE FUND USE FOR NON-FEDERAL PROJECTS				DESCRIPTION OF WORK										S P O N S O R
									(000's)				S U P P L Y	A D J U S T M E N T	R E C O N S T R U C T I O N	N E W C O N S T R U C T I O N	R E S T A R E A	B R I D G E S	M I S C E L L				
AIR A/E																							
	MAH	SR11		0.00	CONSTRUCT INTERCHANGE AT KIRK ROAD AND SR11 (PRINCIPAL ARTERIAL)	1800		C	1350								X						STATE
	MAH	SR45		0.00	CONSTRUCT INTERCHANGE AT SR45 AND IR76	4000		C	3200								X						STATE
	MAH	SR46		3.00	WIDEN MINOR ARTERIAL FROM CH118 (MAJONING AVENUE) TO CANFIELD CORP. LIMIT	13650		C	10920														STATE
	MAH	US62		3.20	RELOCATION OF US62 FROM SR46 TO SR7	25000		C	20000								X						STATE
	MAH	IR76		0.00	CONSTRUCT INTERCHANGE AT CH118 (MAJONING AVENUE) AND IR76	6000		C	5400								X						STATE
	MAH	IR76/IR680		0.00	CONSTRUCT FULL INTERCHANGE AT IR76 AND IR680	6000		C	5400														STATE

Original 01-Jan-94

Latest Page 01-Jan-94
Revisions:

A

Policy 6 - ODOT will build no new interchanges without at least a 50 percent contribution of the cost of the interchange from either private, local or other non-ODOT funds. ODOT may not require the interchange proponent to pay for the entire cost of improvements to the general purpose highway lanes affected by the project. However, at least 50 percent of the cost of the interchange itself will have to be provided by non-ODOT controlled funds. When general purpose lanes are required to offset the impact of the interchange upon the level of service, ODOT will negotiate the contribution to be required. *As cited in policy 13, ODOT does not award economic points for retail activity believing that retail growth largely comes at the expense of other Ohio retailers. When new interchanges, or interchange modifications, serve predominately new retail development, 90 percent of the cost of the interchange shall be required from non-ODOT controlled funds. If the interchange is for a predominately tourism-oriented development, the amount of the contribution will be commensurate with the amount of economic activity generated and by the length of the tourism season involved. Because tourism can be seasonal, the traffic impacts often are seasonal. If the tourist season is short-lived and the economic impacts not year-round, ODOT will expect the local interchange beneficiaries to cover a higher percentage of the cost.*

SOURCE: ODOT - Discussion of Policies Inherent in ODOT's Major New Construction, Project Selection Process

Eastgate Development and Transportation Agency

TRANSPORTATION IMPROVEMENT PROGRAM PUBLIC COMMENTS

April 10, 1996

GEORGE D. TABLACK MAYOR

Name: CHARLES M. TEREK DIRECTOR OF ADMINISTRATION

Address: 351 TENNEY AVE

CAMPBELL, OHIO 44405

Telephone: (330) 755-1451

Please use this form to indicate your comments on the FY 1997-FY 2000 Transportation Improvement Program or you may go to the PUBLIC COMMENT table where we will tape record your verbal comments. Recorded comments will be limited to three minutes so that everyone will have an opportunity to express their views on this Program.

COMMENTS: ¹ CENTER ST. BRIDGE - REPLACEMENT

² BRIDGE ST. BRIDGE - REPLACEMENT

³ WILSON AVE - SAFETY UPGRADE

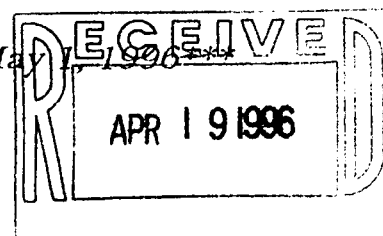
⁴ COITSVILLE ROAD - 6 TH ST, STRUTHERS-LIBERTY RD
UPGRADE AND TRAFFIC SIGNAL IMPROVEMENTS.

(additional lines are available on the back of this form)

Your comments may be submitted at this meeting or mailed to:

Mr. John R. Getchey, P.E.
Executive Director
Eastgate Development and Transportation Agency
Ohio One Building, Suite 400
25 East Boardman Street
Youngstown, Ohio 44503

Mailed comments must be received at EDATA by May 1, 1996



EASTGATE DEVELOPMENT & TRANSPORTATION AGENCY

May 3, 1996

B

The Honorable George D. Tablack.,
Mayor, City of Campbell
351 Tenney Avenue
Campbell, Ohio 44505

Dear Mayor:

This letter is in response to the Public Review Comment form received at the EDATA offices on April 19, 1996 inquiring about the status of the following projects:

<u>Project</u>	<u>Sponsor</u>
1. Center Street Bridge	Mahoning County Engineers
2. Bridge Street Bridge	ODOT
3. Wilson Avenue	City of Campbell
4. Coitsville Road	City of Campbell

The summary below includes the project name, project identification number (PID#), County-Route-Section designation (km) of programmed projects, and a brief summary of the project's current status.

1. Center Street Bridge, PID# 4229, MAH-CH313-0.629: In April 1996, EDATA was informed by ODOT that the project's developmental milestones were progressing to the point where the sale date for this project may be moved up from the FY99, to as early as FY97. Currently, programming for Right-of-Way acquisition is tentatively scheduled to begin during FY98 with the start of Construction tentatively scheduled for FY99.
2. Bridge Street Bridge, PID# 4130, MAH-SR616-4.973: A recent follow-up call was placed to ODOT District 4 on April 26, 1996, questioning as to whether the Environmental Document was submitted to the FHWA and when the Public Hearing to review bridge alternatives would be held.

The draft Environmental Document was completed and submitted by ODOT District 4 to the ODOT Central Office for review, and then to the FHWA for approval. The FHWA had additional detailed comments on the Environmental Document that needed addressed by District 4/Consultant. Those comments were addressed and re-submitted to the ODOT Central Office for final review before re-submittal to the FHWA. Apparently this is where a delay in the process began. It somehow became idled at ODOT's Central Office since February 9, 1996.

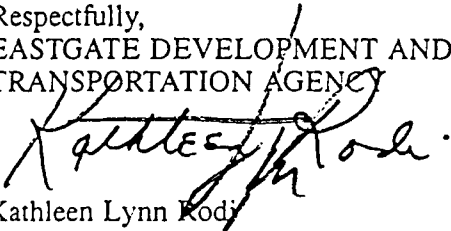
As of this date, the project is now in review by ODOT's Central office (Mr. Wayne Ford/staff), with anticipated submittal to the FHWA, (Mr. Lyle Hyde/staff), by May 9, 1996. FHWA staff will expedite this review and if there are no further comments, the Environmental Document will be approved. The project will be cleared back through ODOT's Central office, with ODOT District 4 expecting the Environmental Document's return sometime during the week of May 13, 1996. Anticipate knowing more information by the week of May 20, 1996. District 4 should have more information as to the availability of Public Hearing dates.

Mayor Tablack
May 3, 1996
page 2

3. Wilson Avenue, PID#13798, MAH-SR289-3.862: Preliminary Engineering has been authorized for this project. According to CT Consultants, the Line Grade and Typical (LG&T) section review was anticipated to be submitted on April 16, 1996. Surveying and mapping was behind schedule due to the winter project start. Currently this project is programmed for construction in FY2000.
4. Coitsville Road, PID# 14451, MAH-Coitsville Road-0.000: Preliminary Engineering has been authorized for this project. Anticipated LG&T submittal is set for June 1, 1996, with a Phase I Signal Justification Study results to be determined. Currently this project is programmed for construction in FY1997.

Thank you for your comments, interest, and continuing support of your region's projects. Should you have any questions on this summary, please call me at any time, (330) 746-7601.

Respectfully,
EASTGATE DEVELOPMENT AND
TRANSPORTATION AGENCY



Kathleen Lynn Rodi
Projects Engineer

cc: Charles M. Terek, City of Campbell, Director of Administration
Jacob J. Wang, P.E., ODOT District 4

Eastgate Development and Transportation Agency

TRANSPORTATION IMPROVEMENT PROGRAM
PUBLIC COMMENTS

April 10, 1996

Name: FRANK McCLAIN
Address: 5818 Fairlawn Avenue, SE.
Hubbard, Ohio 44425-2505
Telephone: 330-759-1528

Please use this form to indicate your comments on the FY 1997-FY 2000 Transportation Improvement Program or you may go to the PUBLIC COMMENT table where we will tape record your verbal comments. Recorded comments will be limited to three minutes so that everyone will have an opportunity to express their views on this Program.

COMMENTS: TWO ATTACHED SHEETS, THE FIRST ONE ASKS
THE QUESTION IF THE DEVELOPEMENT OF THE
AREA FROM RESIDENTIAL/AGRICULTURAL TO
BUSINESS /LIGHT INDUSTRIAL SINCE THE FIRST
PROPOSED INTERCHANGE LOCATION WAS ANNOUNCED
HAD BEEN INCLUDED WHEN THE NEW RANKING WAS MADE.
(additional lines are available on the back of this form)

Your comments may be submitted at this meeting or mailed to:

Mr. John R. Getchey, P.E.
Executive Director
Eastgate Development and Transportation Agency
Ohio One Building, Suite 400
25 East Boardman Street
Youngstown, Ohio 44503

Mailed comments must be received at EDATA by May 1, 1996

COMMENTS (Continued): THE SECOND SHEET RENEWS A SUBJECT
DISCUSSED OVER TWENTY-FIVE YEARS AGO,
NAMELY, HAVING THE HUBBARD EXPRESSWAY
INCLUDED IN THE FEDERAL INTERSTATE
SYSTEM.

Thank You for your participation!

TO: Eastgate Development and Transportation Agency

TRANSPORTATION IMPROVEMENT PROGRAM -- PUBLIC COMMENTS

Subject: RANKING OF THE HUBBARD EXPRESSWAY.

The Hubbard Expressway was recently given the RANK of 65 in the ODOT 1997 - 2000 Major New Construction Program. It is my understanding that the criteria applied in establishing the ranking included the economic development along each individual project. Therefore it is my feeling that the economic development in Hubbard Township along SR-304 (West Liberty Street) from the Liberty Township line eastward to Bell-Wick Road was not considered when establishing this ranking.

Prior to the public announcement back in the 1960's stating the proposed centerline and location of interchanges, the area listed in the above paragraph consisted of residential and agricultural properties. When the location of the interchange was given as 1000 feet west of Bell-Wick Road on SR 304, various business started to move into this area. Township Zoning records will substantiate that the following were built and are in operation today:

Starting at the Liberty Township line, along the south side of SR 304, A warehouse, Rental Storage Buildings, A Lumber Yard (Hubbard Lumber), A Church being built today, A Multi-story Office (Re-Sash), Rental Storage Buildings, Farm Equipment Sales and Repair, a Dry Cleaning Outlet and An Insurance Office and Commercial Building.

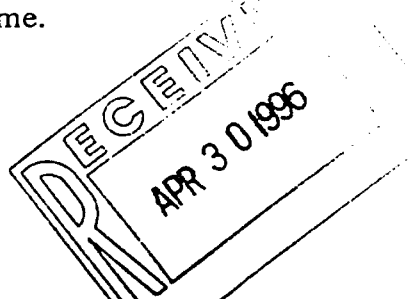
Starting at the Liberty Township Line, along the north side of SR 304, an Industrial Complex on Gale Avenue consisting of: An industrial construction equipment sales and service facility, 2 warehouses, 2 Freight Truck Terminals (Roadway and ABF Truck Lines) and US Extrusion and Die Company. Back on SR 304, A large Warehouse with provisions for an industrial complex, A Lumber Yard and Hardware (Buckeye-Tack), An Auto Sales and Repair Building, A Banquet Building (Roma Manor) and A Bowling Alley (Bell-Wick Bowl).

It is my feeling that these business located here to have access to the interchange which would provide their customers the ability to travel on the proposed expressway or I-80.

My question. Were these business taken into account when the Ranking of the Hubbard Expressway was established?

In Youngstown, since the announcement of the center line was made, a housing development was established north of McGuffey Road between Lansdowne Blvd. and Liberty Road. Also the Super Max State Prison located south-east of McGuffey and Jacob Roads is being constructed at the present time.

Frank M. Oliver



TO: Eastgate Development and Transportation Agency

TRANSPORTATION IMPROVEMENTS PROGRAM -- PUBLIC COMMENTS

Subject: THE HUBBARD EXPRESSWAY.

Over 25 years ago at a series of Public Meetings that I attended, a subject that was repeatedly brought up was securing an Interstate Number for the proposed route of the Hubbard Expressway. The general opinion was that securing an Interstate Number would make this roadway a part of the Federal Interstate System and thus be eligible to receive Federal Monies for it's construction.

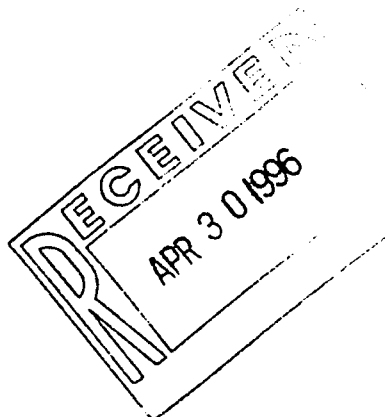
At this same time the expressway being constructed from South Avenue southward to the Ohio Turnpike, then designated I-80-S was given the number 680. Thus it became eligible for Federal Funds for it's construction and today it's maintenance costs are covered by funds designated Interstate Maintenance.

A study of the State of Ohio Highway Map will reveal that many new highway interchanges or extensions of freeways are being constructed because they are classified as a part of the Federal Interstate System and are using funds from that source.

The present classification of the Hubbard Expressway is the same as the 711 Expressway and depends on the availability of funds from the Ohio Department of Transportation which as of this date are insufficient to cover all the proposed State construction.

The Ohio Turnpike, formerly known as I-80-S had a new number assigned to it and is now known as I-76. I feel that the present section of 680 south to I-76 should be renumbered to a more truthful number associated with I-76 and the 680 number assigned to the Hubbard Expressway from the Market - South Avenue exits to where it joins I-80 in Hubbard Township. This may expedite the construction of this road.

Frank McAlain



EASTGATE DEVELOPMENT & TRANSPORTATION AGENCY

May 16, 1996

C

Mr. Frank McClain
5818 Fairlawn Avenue, SE.
Hubbard, Ohio 44425-2505

Dear Mr McClain:

The following is in response to the Public Review Comment form received at our office on April 30, 1996 documenting your interest and concerns regarding two specific issues relative to advancing the construction of the Hubbard Expressway.

You have questioned if the redevelopment of residential/agricultural areas to business/light industrial areas, dating back to the original announcement of a proposed centerline and interchange location along the expressway, had been considered in ODOT's new ranking system for major/new projects.

ODOT's new ranking system criteria used formulas that measured everything from traffic engineering data to economic development **potential**. Economic development criteria such as the number of jobs created, jobs retention, economic distress (based upon severity of the unemployment rate of the county), cost effectiveness of investment and level of investment attracted by the project were to be measured for each project. Appendix C of the FY97-FY2000 Transportation Improvement Program (TIP) contains additional information on criteria used by ODOT in this effort.

Your second comment details the significance of obtaining Interstate status for this section of highway.

The Hubbard Expressway, as programmed in the current TIP for informational purposes only, has been identified by the project name (US62), project identification number (PID#9566), and County-Route-Section (MAH/TRU-US62-0.869). This project is proposed at eighty percent (80%) federal funding and twenty percent (20%) state funding.

Additional information on the Intermodal Surface Transportation Efficiency Act (ISTEA) Federal Funding Categories is shown at Appendix D of the FY97-FY2000 TIP. Under the item **100% Federal Funding Provisions**, there are three sections of Title 23 USC identifying areas where ODOT can obtain increased Federal participation:

1. "G" Funding Provisions
2. Credit Bridge Program
3. Toll Revenue Soft Match Credit

The first two sections are not applicable to the construction of this new expressway facility. The third, Toll Revenue Soft Match Credit offers the best opportunity for 100% funding of this facility. However, to qualify for the credit the state of Ohio's total non-federal transportation capital expenditures (including highways, transit and turnpike) for the application period must equal or exceed the average of the same such expenditures for the three preceding fiscal years. This is termed Maintenance of Effort (MOE).



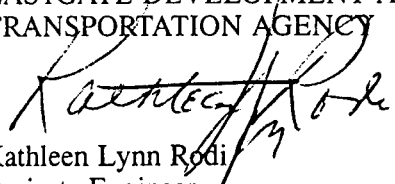
Mr. Frank McClain
May 16, 1996
page 2

The Toll Revenue Soft Match Credit essentially allows a state, local government or a transit authority to use their federal appropriated balances to cover all or a portions of the local share on any Title 23 project. Soft Match Credit does not provide for any additional funding. It only allows for a new way to finance 100% of a project using existing federal appropriations.

The following is offered in response to your comment regarding the alternative to draw funding from the Federal Interstate System for use on extensions of freeways classified as Interstates. Interstate construction according to ISTEA, provides funding for the basic Federal-aid highway program and contains a funding category for Interstate Construction (I). This funding was available for the initial construction of remaining portions of the Interstate Highway System as designated in the 1981 Interstate Cost Estimate, with the normal federal participation at 90%. The only remaining projects in Ohio that are eligible for "I" funding are a portion of IR75 located in Toledo, IR 271 in Cleveland, and the completion of IR670 in Columbus.

Thank you for attending the Public Review Meeting and supporting your region's projects. Should you have any questions on this summary, please call me at any time, (330) 746-7601.

Respectfully,
EASTGATE DEVELOPMENT AND
TRANSPORTATION AGENCY



Kathleen Lynn Rodi
Projects Engineer

cc: Jacob J. Wang, P.E., ODOT District 4

Eastgate Development and Transportation Agency
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TRANSPORTATION IMPROVEMENT PROGRAM PUBLIC COMMENTS

April 10, 1996

Name: DANIEL MAMULA - Mayor of Struthers

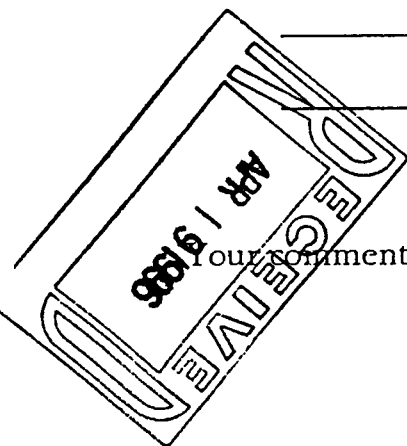
Address: 142 MORRISON ST
STRUTHERS, OH 44471

Telephone: 330 - 755 - 2181

Please use this form to indicate your comments on the FY 1997-FY 2000 Transportation Improvement Program or you may go to the PUBLIC COMMENT table where we will tape record your verbal comments. Recorded comments will be limited to three minutes so that everyone will have an opportunity to express their views on this Program.

COMMENTS: STATUS OF SR616 BRIDGE
STREET BRIDGE

(additional lines are available on the back of this form)



Your comments may be submitted at this meeting or mailed to:

Mr. John R. Getchey, P.E.
 Executive Director
 Eastgate Development and Transportation Agency
 Ohio One Building, Suite 400
 25 East Boardman Street
 Youngstown, Ohio 44503

Mailed comments must be received at EDATA by May 1, 1996

EASTGATE DEVELOPMENT & TRANSPORTATION AGENCY

May 3, 1996

D

The Honorable Daniel C. Mamula
Mayor, City of Struthers
162 Morrison Street
Struthers, Ohio 44471

Dear Mayor:

This letter is in response to the Public Review Comment form received at the EDATA offices on April 19, 1996 and a follow-up to telephone calls inquiring about the status of the following project:

Project

Sponsor

1. Bridge Street Bridge

ODOT

The summary below includes the project name, project identification number (PID#), County-Route-Section designation (km) of programmed projects, and a brief summary of the project's current status.

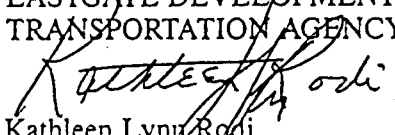
1. Bridge Street Bridge, PID# 4130, MAH-SR616-4.973: A recent follow-up call was placed to ODOT District 4 on April 26, 1996, questioning as to whether the Environmental Document was submitted to the FHWA and when the Public Hearing to review bridge alternatives would be held.

The draft Environmental Document was completed and submitted by ODOT District 4 to the ODOT Central Office for review, and then to the FHWA for approval. The FHWA had additional detailed comments on the Environmental Document that needed addressed by District 4/Consultant. Those comments were addressed and re-submitted to the ODOT Central Office for final review before re-submittal to the FHWA. Apparently this is where a delay in the process began. It somehow became idled at ODOT's Central Office since February 9, 1996.

As of this date, the project is now in review by ODOT's Central office (Mr. Wayne Ford/staff), with anticipated submittal to the FHWA, (Mr. Lyle Hyde/staff), by May 9, 1996. FHWA staff will expedite this review and if there are no further comments, the Environmental Document will be approved. The project will be cleared back through ODOT's Central office, with ODOT District 4 expecting the Environmental Document's return sometime during the week of May 13, 1996. Anticipate knowing more information by the week of May 20, 1996. District 4 should have more information as to the availability of Public Hearing dates.

Thank you for attending the Public Review Meeting and supporting the region's projects. Should you have any questions on this summary, please call me at any time, (330) 746-7601.

Respectfully,
EASTGATE DEVELOPMENT AND
TRANSPORTATION AGENCY


Kathleen Lynn Rodi
Projects Engineer

cc: Jacob J. Wang, P.E., ODOT District 4

6Mamula.503/Correspondence/#602



RECYCLED PAPER

John R. Getchey, P.E., Director



E

CITY OF SEBRING

OHIO

135 EAST OHIO AVE., SEBRING, OHIO 44672

May 9, 1996

Eastgate Development and Transportation Agency
Ohio One Building, Suite 400
25 E. Boardman Street
Youngstown, OH 44503

Attn: Mr. John Getchey
Ms. Kathleen Rodi

Dear Mr. Getchey and Ms. Rodi:

The next phase of Route 62 relocation completion is very critical to the economic development of the Village of Sebring.

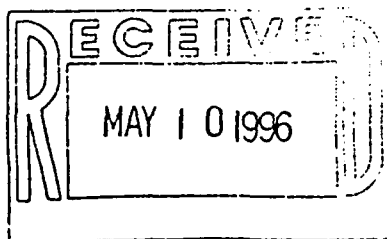
Sebring does not have any major highway that goes through. Therefore, you have to have a reason to travel here. The proposed off/on ramp at 12th Street (within a mile from Village limits) would be of a great advantage to help us grow.

We are fortunate to have an Industrial Park of 55 acres, in which is housed MPI Labels (one of seven across the country; Little Tikes (a division of Rubbermaid); Electronic Circuits and Design Co., Inc. (manufacturer of circuit boards); Tru-Cut, Inc. (tool and die manufacturers); Sebring Fluid Power (hydraulics); J. F. Martts (engineering). At this time approximately 30 semi-trucks travel to and from our Industrial Park daily. Our roads were not built to handle this kind of heavy traffic. The completion of this part of Route 62 would very much benefit our Industrial Park users.

We have a very large retirement community of approximately 700 residents, and growing, in our Village. The residents are from many different areas and states. The completion of this part of Route 62 would provide much better access for visitors.

Much money has been wasted on numerous studies as this has been in the process for approximately 40 years. It seems it is time for action now before another "study" is necessary.

Thank you so much for whatever assistance you can be to get this project to fruition. Anything we need to do towards this, please do not hesitate to contact us.



DC/mw

Sincerely,

Daphne R. Cannell
Mayor of Sebring

EASTGATE DEVELOPMENT & TRANSPORTATION AGENCY

May 15, 1996

E

The Honorable Daphne R. Cannell
Mayor, City of Sebring
133 East Ohio Avenue
Sebring, Ohio 44672

Dear Mayor:

This letter is in response to written comments received at the EDATA offices on May 10, 1996 concerning the US62 Relocation project.

Many of the important issues stated in your correspondence; an Interchange at 12th Street, opportunity for economic growth, providing adequate ingress/egress for heavy truck traffic and accessibility to/from your community, and neighboring communities are paramount objectives that would benefit the region if this project is implemented.

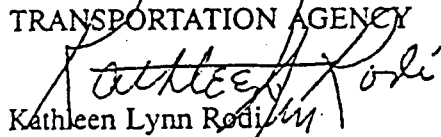
According to ODOT's 1997-2000 Major New Construction Program list that was finalized on February 16, 1996, COL/MAH-14F Phase III (construct new facility on new alignment from Salem Bypass to SR11) and STA/MAH-62-Phase I (construct new 4 lane facility on new location between SR225 and SR14), ranked 40 and 45th, respectively. ODOT states that because of the dynamic nature of transportation improvement needs, it is prudent for the department to develop a program of projects only about 10 years long and concentrate on these projects for construction. Inclusive of this 10-year program, ODOT will actively pursue development of the top 100 candidate major new projects, with resources devoted based on the rank order of project importance. For instance, detail design and right-of-way expenditures will only be authorized for the projects in the 10-year program.

ODOT District 4 has stated there is no money available at this time for construction, but the project schedule can change based on funding availability. ODOT has indicated funding for the construction phase of this project would not be available until at least 2004.

Presently, the state is striving to conclude the Environmental Impact Statement (EIS) Study for the proposed US62 Relocation Project between Alliance and the Salem bypass. ODOT anticipated completion of this document by the end of 1995, however, due to new federal requirements, in addition to federal requirements in place during the project's formulation, the EIS is on-going. As stated in your letter, action is needed before another study is necessary, nevertheless, the Intermodal Surface Transportation Efficiency Act (ISTEA) requires that a Major Investment Study (MIS) be conducted for this corridor. ODOT and EDATA are actively pursuing efforts to complete this study in a timely manner.

Thank you for your comments, interest, and continuing support of your region's projects. Should you have any questions on this summary, please call me at any time, (330) 746-7601.

Respectfully,
EASTGATE DEVELOPMENT AND
TRANSPORTATION AGENCY


Kathleen Lynn Rodi
Projects Engineer

cc: Jacob J. Wang, P.E., ODOT District 4

6Cannell.515/Correspondence/#602



RECYCLED PAPER

John R. Getchey, P.E., Director

330 746-7601

Ohio One Building • Suite 400 • 25 E. Boardman Street • Youngstown, Ohio 44503

FAX 330 746-8509

LEGAL NOTICE and PRESS RELEASES FOR PUBLIC REVIEW

PROOF OF PUBLICATION

PUBLIC NOTICE
NOTICE OF A PUBLIC REVIEW MEETING FOR THE
DRAFT FY 1997 - FY 2000 TRANSPORTATION
IMPROVEMENT PROGRAM FOR
MAHONING AND TRUMBULL COUNTIES

In accordance with the requirements of the Intermodal Surface Transportation Efficiency Act, the Eastgate Development and Transportation Agency (EDATA) announces the availability of the draft FY 1997 - FY 2000 Transportation Improvement Program (TIP) for Mahoning and Trumbull counties. The TIP will be available for review at a public meeting to be held on Wednesday, April 10, 1996 from 3:30-5:30 p.m. in the 2nd floor auditorium of the Ohio One Building, 25 East Boardman Street, Youngstown. The TIP includes a description of Federal Aid highway, bridge and transit improvements programmed for the next four years.

Copies of the TIP will be available to the public for viewing at the following locations: Eastgate Development and Transportation Agency, Ohio One Building, Suite 400, Youngstown; Mahoning County Commissioners' office, 120 Market Street, Youngstown; Mahoning County Engineer's office, 940 Bears Den Road, Youngstown; Trumbull County Commissioners' office, 160 High Street NW, Warren; Trumbull County Engineer's office, 650 North River Road, Warren; and the Ohio Department of Transportation District 4 Office, 705 Oakwood Street, Ravenna.

The TIP will be available for review from April 8, 1996 through April 19, 1996. Anyone wishing to submit a written statement concerning the TIP may do so by mailing it to the Eastgate Development and Transportation Agency, 25 East Boardman Street, Suite 400, Youngstown, Ohio 44503.

Eastgate Development and Transportation Agency
John R. Getchey, P.E., Executive Director
#87-2T-Wednesday to April 3, 1996 - #697683

STATE OF OHIO
TRUMBULL COUNTY

ss Stephen A. Roszczyk

being duly sworn, upon oath says that he is the publisher of the Tribune Chronicle, (a division of Thomson Newspapers Michigan, Inc.), a daily newspaper printed in the City of Warren, County of Trumbull, and State of Ohio and of general circulation in the City of Warren, Trumbull County, Ohio and is independent in politics.

That the attached ADVERTISEMENT was published in the Tribune Chronicle every Wednesday for two consecutive weeks and that the first insertion was on Wednesday the 27th day of March 19 96.

Karen Yohman

Sworn to before me and subscribed in my presence this 3rd day of April 19 96 at Warren, Ohio.

Shirley M. Sweet
Notary Public

Seal

SHIRLEY M. SWEET, Notary Public

My Comm. Expires

Jan. 24, 1997

Cost of Advertising; \$ 212.40

THE STATE OF OHIO }
Mahoning County }

Proof of Publication

Personally appeared before the undersigned authority,

CATHY CARSON

....., of THE VINDICATOR PRINTING COMPANY,

publishers of THE VINDICATOR, a newspaper printed and of general

circulation in Mahoning, Trumbull and Columbiana Counties in Ohio and

Lawrence and Mercer Counties in Pennsylvania, and being duly sworn,

on h^{ER} oath deposes and says that the notice hereto attached was published

for TWO consecutive days and that insertions were as follows:

MARCH 27, 1996; APRIL 3, 1996;, 19.....

Advertisement \$ 130.12

Affidavit \$ 2.00

TOTAL \$ 132.12

Sworn to and subscribed before me this 11 day of APRIL, D. 1996.



Kathleen M. Allshouse
NOTARY PUBLIC

KATHLEEN M. ALLSHOUSE
Notary Public - State of Ohio
My Commission Expires March 17, 1998

LEGAL NOTICE
PUBLIC NOTICE

NOTICE OF A PUBLIC REVIEW MEETING
FOR THE DRAFT

FY 1997-FY 2000 TRANSPORTATION IMPROVEMENT
PROGRAM FOR MAHONING AND
TRUMBULL COUNTIES

In accordance with the requirements of the Intermodal Surface Transportation Efficiency Act, the Eastgate Development and Transportation Agency (EDATA) announces the availability of the draft FY 1997 - FY 2000 Transportation Improvement Program (TIP) for Mahoning and Trumbull counties. The TIP will be available for review at a public meeting to be held on Wednesday, April 10, 1996 from 3:30-5:30 p.m. in the 2nd floor auditorium of the Ohio One Building, 25 East Boardman Street, Youngstown. The TIP includes a description of Federal Aid highway, bridge and transit improvements programmed for the next four years.

Copies of the TIP will be available to the public for viewing at the following locations: Eastgate Development and Transportation Agency, Ohio One Building, Suite 400, Youngstown; Mahoning County Commissioners' office, 120 Market Street, Youngstown; Mahoning County Engineer's office, 940 Bears Den Road, Youngstown; Trumbull County Commissioners' office, 160 High Street NW, Warren; Trumbull County Engineer's Office, 630 North River Road, Warren; and the Ohio Department of Transportation District 4 Office, 705 Oakwood Street, Ravenna.

The TIP will be available for review from April 8, 1996 through April 19, 1996. Anyone wishing to submit a written statement concerning the TIP may do so by mailing it to the Eastgate Development and Transportation Agency, 25 East Boardman Street, Suite 400, Youngstown, OH 44503.

Eastgate Development and Transportation Agency,
JOHN R. GETCHEY,
P.E., Executive Director

TRANSPORTATION IMPROVEMENT PROGRAM
PUBLIC REVIEW MEETING SET

The Eastgate Development and Transportation Agency (EDATA), in accordance with the requirements of the Intermodal Surface Transportation Efficiency Act (ISTEA) of 1991, will be holding a public review meeting for the draft Fiscal Year 1997-2000 Transportation Improvement Program (TIP). The meeting will be held on Wednesday, April 10, 1996 from 3:30-5:30 p.m. in the second floor auditorium of the Ohio One Building, 25 East Boardman Street, Youngstown. Copies of the draft TIP will be available for review and EDATA staff members will be on hand to answer questions. The meeting is open to the public and all interested citizens are encouraged to attend.

Copies of the TIP are also available for public viewing at the Mahoning and Trumbull County Commissioners' offices, the Mahoning and Trumbull County Engineer's offices, the Ohio Department of Transportation's District 4 office in Ravenna, and the EDATA offices from April 8-19, 1996.

The TIP includes a description of all Federal aid highway, bridge and transit improvement projects programmed for Mahoning and Trumbull counties in the next four years. For more information on the TIP or the Public Review Meeting, contact Kathleen Rodi or Jim Wells of EDATA at (330) 746-7601.



RECYCLED PAPER

John R. Getchey, P.E., Director

ODOT slates \$22 million for 711 link

■ Traffic light sequencing should be better on U.S. Route 224 later this year.

YOUNGSTOWN — The long-awaited state Route 711 Connector, which area officials say is important to Mahoning Valley development, is getting the green light with an infusion of state funds.

John Getchey, Eastgate Development and Transportation Agency director, said his office was notified by the Ohio Department of Transportation that ODOT is committing \$22 million to the project.

ODOT spokeswoman Michelle May said the agency will release \$3 million in fiscal 1998 for design work, another \$4 million in 2000 for right of way acquisition and the balance in 2001 for construction.

The project calls for an interchange at state Route 711 and U.S.

PRIORITY LIST



priority projects for the Mahoning Valley. The list, A3

■ **REPAIRS** to the Mahoning Avenue Bridge and Interstate 680 in Youngstown rank high on a list of

422 in Youngstown. Route 711 would be extended north into Girard and connect with Interstate 80 and state Route 11. The project should take three years to complete.

What changed: The connector had been a low-priority project by the state and was actually moving lower on the list in recent years, Getchey said, noting it was

Please see **ROADS** page A3

BUDGET/Deficit issue ensnares officials

CONTINUED FROM PAGE A1

Fire Chief Hector Colon, under pressure to keep both of the city ladder trucks in operation, said he has to shut down one at a South Side station when he doesn't have enough firefighters to run it.

Council didn't budget the money he needs to pay overtime to fill the slot when necessary, Colon said.

Should have asked: James Fortune, D-6th, told the chief he should have asked for the money during budget meetings.

Colon bristled, reminding Fortune that not only had he asked for the overtime budget, but he had warned council members they might be confusing overtime with mandatory holiday pay.

Colon said his department should have received about \$550,000 for

overtime and obligated holiday pay for firefighters, but the amount was about \$118,000.

Mayor Patrick J. Ungaro said he would approve paying one firefighter overtime to help run the ladder truck rather than shut it down.

Why the overtime? Jerome McNally, D-5th, wanted to know why a few city hall employees were still getting unusually large paychecks after the mayor promised to cut overtime.

One employee, Hardy Watkins, noted by *The Vindicator* in past stories as one of the top overtime earners in the city, was paid 27 hours in overtime in the two-week pay period ending March 29, McNally said.

Watkins is classified as a carpenter, but does all sorts of maintenance jobs and has been paid overtime for janitorial duties.

Building and Grounds Commissioner William Dundee, who also heads the city's street department, said Watkins was assigned to prepare a building on Teamster Drive for use by the city housing demolition and inspection team and the cost was far less than if a company had been hired to do the work.

The explanation didn't wash with finance committee Chairman Robert Jennings, D-1st, who said Dundee was not following rules of legislation he sponsored last month requiring department heads to justify overtime with reports to council.

Dundee said he interpreted the ordinance differently, that it required justification only for overtime that isn't already budgeted.

ROADS/ODOT to fund Route 711 Connector

CONTINUED FROM PAGE A1

ranked No. 76 on a list released in February.

"I don't know the details other than they apparently want to move some projects along," Getchey said. "We've been yelling and screaming, but I don't know if it did any good."

Significance: The highway would play a key role in linking Lake Erie with the Ohio River and is needed to enhance the Valley's interstate highway system, officials say. It also is vital in the development of the Youngstown-Warren Regional Airport, Getchey said, especially if the airport becomes a cargo hub.

Twenty-seven people, including many city and township officials from the Mahoning Valley, attended a public meeting Wednesday concerning the agency's Transportation Improvement Program for the years 1997-2000.

EDATA is the metropolitan planning organization and the plan is required for local projects to receive federal funding.

Another site: Boardman

TOP OF THE LIST

Local projects given high priority in the Transportation Improvement Plan:

■ **MAHONING AVENUE BRIDGE:** The \$5.6 million bridge replacement in Mill Creek Park begins this year with the bridge scheduled to close June 10.

■ **INTERSTATE 680:** Work has just begun on resurfacing from South Avenue to Steel Street and other improvements; cost is \$5.4 million.

■ **MAHONING AVENUE RECONSTRUCTION:** The \$1.7 million project from Meander Reservoir to the Portage County line is scheduled to begin next year.

■ **JACOBS ROAD BRIDGE:** The replacement will begin next year at a cost of \$1.7 million.

■ **711 CONNECTOR:** The project to tie Interstate 80 and state Route 11 to Interstate 680 will go forward after \$22 million

was authorized Friday from the governor's discretionary fund.

■ **CENTER STREET BRIDGE:** Work to begin; the closed old structure will likely be demolished in 1998.

■ **BRIDGE STREET BRIDGE:** Environmental studies are under way for the replacement project in Struthers. The current span may be able to stay open while the new one is built.

■ **BICYCLE TRAIL:** Bids will be sought in 1998 for the project on an abandoned railroad bed in Canfield and Austintown.

■ **STATE ROUTE 46:** The \$11.5 million widening in Austintown is scheduled for 1998.

Source: Eastgate Development and Transportation Agency

Township Administrator Curt Seditz and Canfield City Manager Charles Tieche said they favored a \$1.5 million project, scheduled to begin this fall, which would improve traffic signal coordination and timing along U.S. Route 224.

"There's a lot of traffic and the area is really coming alive," Seditz said.

Another idea: Tieche inquired about the status of the long-delayed plan to relocate U.S. Route 62 and upgrade it to a continuous four-lane

divided highway in southern Mahoning County.

Although the project has been on the books 30 years, Jacob J. Wang an Ohio Department of Transportation planning engineer, said construction money won't be available for it until at least the year 2004.

William DeCicco, CASTLO executive director, said industrial job should be a high priority and urge that the Center Street and Bridge Street Bridge replacement project be expedited.

NEWSLETTER DESCRIBING TRANSPORTATION IMPROVEMENT PROGRAM

TIPtalk

An overview of the EDATA Transportation Improvement Program

Spring 1996

Introduction

EDATA, as the Metropolitan Planning Organization (MPO) for Mahoning and Trumbull counties, is required to annually prepare a Transportation Improvement Program (TIP). The programming of funding for highway projects located on portions of the Federal Aid System in these counties is the direct responsibility of the EDATA General Policy Board. The TIP provides a comprehensive listing of transportation improvements within the two county area that will use federal and state funding, and are scheduled for implementation over the next four years.

These improvements are based on the transportation planning process and transportation plans resulting from the process. The Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA) requires that a TIP must be developed for each metropolitan area by the MPO for that metropolitan area, in cooperation with the State and area transit operators. This TIP should include all projects to be funded with Federal Highway Administration (FHWA) or Federal Transit Administration (FTA) funds. The TIP must be updated and approved at least every two years by the MPO and the Governor, with an opportunity for public comment prior to approval. The TIP must include a financial plan that demonstrates how it can be implemented, and must be consistent with funding reasonably expected to be available.

Preparation of the TIP involves cooperation at all levels of government in addition to citizen participation. The EDATA Technical Advisory Committee and Citizens Advisory Board review and recommend the TIP to the EDATA General Policy Board. EDATA regularly holds project review meetings with representatives of the Ohio Department of Transportation, and County, City, and Village Engineers to review and discuss the status of the individual projects. Each project must be in conformance with short and long range transportation plans for the region and be in conformance with requirements established in the 1990 Clean Air Act Amendments.

The Transportation Improvement Program

Funding available for program development purposes combines previous fund balances with other categorical funding programs. Each fiscal year, EDATA receives an allocation of STP funds from the State in an amount determined by a funding formula. The FFY97 allocations for STP, DSB and CMAQ funds were increased to compensate for the FFY96 12.54% cut in these allocations due to ISTEA Section 1003(c). The projected obligation limit for FFY97 was accordingly reduced to 100% from the 105.4% FFY96 level. The FFY92-95 non-attributable STP/DSB allocations for EDATA were adjusted downwards by approximately \$89,000 per year to reflect the area's lower population in the 1990 census compared to the 1980 census. This allocation reduction will be spread out over a four year period and subtracted from the initial STP/DSB/Restoration Fund allocations.

Project amounts programmed must be financially constrained, and cannot exceed the available funding for the four year period covered by the TIP. For the FY1997-FY2000 TIP the following funds are available for programming for FY1997:

FFY1997 Surface Transportation Program (STP) & Donor State Bonus:	\$3,464,000*
Minimum Allocation (MA):	4,518,000
FFY1997 Congestion Mitigation/Air Quality:	1,882,000*
Total Projected Funding Capacity:	\$9,864,000

* - Total shown is 100% of apportionment subject to ceiling. For MA it is the total available.

Anticipated allocations for FFY1997 through FFY2000 program years for STP, Donor State Bonus, and Minimum Allocation funds total \$3,611,000 annually. Since CMAQ obligation authority is being granted to the MPO's for FY1997 through FY2000, for TIP fiscal restraint purposes EDATA can program up to \$5,493,000 per year during this period. As of January 1996, over \$35 million in STP, Donor State Bonus, and Minimum Allocation funds have been obligated to projects in Mahoning and Trumbull Counties.

Key to tables on pages 2-5

The tables on pages 2-5 list and describe the Federal Aid highway and bridge projects for the two county area for State Fiscal Years 1997-2000. Included within each project description is information about the project cost, location, funding sources, and the construction phase. Projects are described as follows;

PID# - The state project identification number

County - The county that the project is located in.

Route - The route number for the highway or road on which the project is located.

Section - The section number for the segment of highway where the project is located.

Length - The total project length (in miles/km.).

Location • Termini • Description - The location of the project, as well as a brief description of the project and the type of work that is being done.

Total Project Cost - The total cost of the project, including the engineering, design, and right of way acquisition costs (in 1,000's of dollars).

Type of Funds - The type of federal aid funding that is being used on the project, as well as the source of the local share.

NH National Highway System
I Interstate Construction
IM Interstate Maintenance
BR Bridge Repair/Replacement
DPR Demonstration Project Rural Access
STPS Surface Transportation Program (State)
STPM Surface Transportation Program (MPO)
STPC Surface Transportation Program (County)
STG Surface Transportation Program ("G" funds)
NHG National Highway System ("G" funds)

L Local Share (local community)
S Local Share (State)

Project Phase: **P** - Preliminary Engineering
R - Right-of-Way Acquisition
C - Construction

Fund Use by Phase - Amount of either federal funds or local share that will be expended in each project phase (in 1,000's of dollars).

Sponsor(s) - The political entity responsible for the completion of the project.

Transportation Improvement Program • Fiscal Years 1997 to 2000 Federal Aid projects

PID# Air A/E	County	Route	Section		Length		Location • Termini • Description	Total project cost (in 000's)	Type of Funds	P H A S E	Fund use by phase (in 000's)				Project Sponsor	
			miles	km.	miles	km.					1997	1998	1999	2000		
E	Mahoning	Project Expediter			0.00		Program Planning - Expedite plan funding Transportation Improvement Program MPO STP P \$56,000 STP, \$7,000 STPM "Soft Match" if available	70	STPM	P	63					EDATA
E	Mahoning Trumbull	O & D Survey					Origin and Destination Survey at various locations throughout Mahoning and Trumbull Counties MPO STP transfer \$140,000 to State	210	STPM S	P P	140 70					State
E	Mahoning Trumbull Ashtabula	Rideshare Van Subsidy					Vanpool subsidy to alleviate van leasing cost over a 2 year period for 5 vans for commuters in Mahoning, Trumbull and Ashtabula Counties MPO CMAQ 100% P	25	CMAQ	P	25					EDATA Local
12525 E	Mahoning	Bikeway			12.00	19.31	Conrail corridor from MPI4.78 south of Western Reserve Rd. to MP3.62 at Trumbull Co. line - Bikepath MPO STP P & R, State STP C	2924	STP STP L	R C R	120 30			2500		Mill Creek Park
14451	Mahoning	Coitsville Rd.					Campbell -Coitsville Rd. at Wilson, 6th, & 12th; 6th at Sanders; Struthers Liberty at Blossom, Robinson & Tenney -Upgrade and coordinate signals - STG C	589	STP	C	400					Campbell
12048 E	Mahoning	Elm St.			0.65	1.05	Struthers - SR170 to Fifth St. - reconstruction MPO STP C	267	STP L	C C		213 53				Struthers
4248 A	Mahoning	Fifth Ave.			0.16	0.26	Youngstown - Reconstruct and widen roadway from Wood St. to Lincoln Ave. to 5 lanes MPO STP R & C	335	STP STP L L	R C R C	36 9 55	232				Youngstown
6238 E	Mahoning	Marshall St.			0.10	0.16	Youngstown - west of Front St. - bridge rehabilitation	1200	BR L	C C		960 240				Youngstown
E	Mahoning	Parapet Bridge Rehabilitation			0.00		Rehabilitation of historic stone bridge in park - Open to vehicular traffic State STP - Enhancement	276	STP L	C C	202 74					Mill Creek Park
14775 E	Mahoning	Poland pedestrian upgrade			0.00		Poland - intersections of US224 and SR170/SR616 - pedestrian crosswalks/signals, accessible sidewalks State STP - Enhancement	85	STP L	C C	60 15					Poland
E	Mahoning	Riverside Pedestrian Walkway			0.00		Rehabilitation of historic bridge for use as a pedestrian bridge -rehab sidewalk, curb ramps and signage State STP - Enhancement	371	STP L	C C	297 74					Poland
14860 E	Mahoning	Spring Common			0.00		Youngstown - Gateway to CBD - Scenic enhancement State STP - Enhancement	99	STP L	C C	79 20					Youngstown
8567 E	Mahoning	SR11	0.00	0.00	8.46	13.61	Columbiana Co. line to 0.86 miles north of Leffingwell Rd. - resurfacing	3050	NH S	C C		2400 600				State
10530 E	Mahoning	SR14	4.53	7.29	0.10	0.16	0.59 miles east of SR534 - replace bridge over Garfield Ditch	565	BR S	C C	372 93					State
4260 E	Mahoning	CH18 Mahoning Ave.	0.00	0.00	9.25	14.89	Portage Co. line to Meander Reservoir - safety improvements County STP C	1760	STP L	C C	912 352					Mahoning County
14974 E	Mahoning	SR46	14.52	23.37	0.35	0.56	0.15 miles south of CR18 - widen north/south approaches on SR46 onto Ohtown/Barkley State STP R & C	375	STP S S	C R C		270 50 30				State
10976 A	Mahoning Trumbull Mahoning	SR46 SR46 SR46	14.67 0.00 16.80	23.61	3.37	5.42	From CH18 to 0.28 miles south of IR80; From Webb Rd. to Salt Springs Rd.; - Widening MPO STP R & C; State STP C	11500	STP STP STP S S	R C C R C		1040 2160 5040 260 1800				State
6100 E	Mahoning	US62	11.20	18.02	0.00		At Raccoon Rd. - install flasher, reconstruct intersection State STP C	298	STP S	C C	140 15					State
12248 A	Mahoning	US62	18.35	29.53	0.75	1.21	Youngstown - Wick Ave. from Wood St. to 300' north of McGuffey Rd. - widen, realign intersection MPO STP R & C	1370	STP STP L S	R C R C			400 100 174	696		Youngstown

Transportation Improvement Program • Fiscal Years 1997 to 2000 Federal Aid projects

PID# Air A/E	County	Route	Section		Length		Location • Termini • Description	Total project cost (in 000's)	Type of Funds	P H A S E	Fund use by phase (in 000's)				Project Sponsor
			miles	km.	miles	km.					1997	1998	1999	2000	
4165 E	Mahoning	US62 SR193 US422 SR625 Local	18.86 1.94 3.78 3.99 0.00	30.35	0.00 0.00 0.00 0.00		Youngstown - Phase III Citywide signal program MPO STG C	1190	STG	C	974				Youngstown
9810 E	Mahoning	IR76/IR80	7.01	11.28	2.17	3.49	0.6 miles west of SR45 to 1.05 miles east of SR45 -safety upgrade, reair/rehab 4 bridges, 4 lane resurfacing	10400	IM S	C C				9315 1035	State
8738 E	Mahoning	IR80	0.27	0.43	0.09	0.14	0.49 miles west of bridge over Lipkey Rd. rehabilitate 284' ramp bridge	1208	IM S	C C	990 110				State
16018 A	Mahoning	CH151			1.92	3.09	South Ave. (Phase 2) from Western Reserve Rd. to Presidential - widening and safety upgrade, drainage MPO STP C	2563	STP L	C C			2050 513		Mahoning County
10958 E	Mahoning	SR165	10.21	16.43	0.19	0.31	At SR45 align east leg with west leg State STP C	335	STP S	C C	279 31				State
4243 E	Mahoning	SR170	9.75	15.69	0.01	0.02	Poland Village Main St. Bridge #31 between Riverside Dr. and US224 - bridge replacement	719	BR S S	C R C	532 10 123				State
4225 E	Mahoning	CH187	1.00	1.61	0.24	0.39	Jacobs Rd. over McKelvey Lake - bridge replacement	1700	BR L	C C	1360 340				Mahoning County
E	Mahoning	US224/ SR170			0.00		Poland village-wide signalization upgrade for 7 signals MPO CMAQ 100% Construction	298	CMAQ	C		298			Poland
E	Mahoning	US224			0.00		Cardinal Dr. to SR11 - signalization upgrade MPO CMAQ 100% Construction	275	CMAQ	C	275				Canfield
9304 E	Mahoning	US224	13.66	21.98	0.00		Fairground Blvd. to Tiffany Dr. - signalization upgrade MPO CMAQ 100% Construction	1500	CMAQ	C	1500				State
14340 A	Mahoning	US224	20.70	33.31	0.10	0.16	US224 - 0.28 miles east of SR616 at Riverside Dr. in Poland - Intersection improvements MPO STP P & C	262	STP L	C C	184 46				Poland
13798 E	Mahoning	SR289	2.40	3.86	2.05	3.30	Wilson Ave. - N corp. limit to S corp. limit - safety upgrade MPO STP P & STP P Soft Match (\$63,646) if available	1655	STP S	C C				1120 280	Campbell
8643 E	Mahoning	SR289	7.33	11.80	0.03	0.05	Lowellville - Wood St. 1.29 miles east of village west corp. limit - replace bridge	655	BR S S	C R C	428 10 97				State
4229 A	Mahoning	CH313	0.43	0.69	1.24	2.00	Youngstown - replace Center St. bridge; improve Shirley Rd. from Poland Ave. to Homewood Ave.; improve Poland Ave./Powersway/Center St. intersection	20500	DP HDP HDP BR	C R C C		1000	13200 2950 3350		Mahoning County
4130 E	Mahoning	SR616	3.09	4.97	0.10	0.16	Struthers - SR616 over Mahoning river and Conrail - bridge replacement	4066	BR DPR S S	C C R C				1928 1200 782	State
12681 E	Mahoning	IR680 IR680	0.00 2.07	0.00 3.33	4.14	6.66	Youngstown - IR80 to Steel St. - 4 lane resurfacing	6000	IM IM S S	P C P C	450 50 550	4950			State
7386 A	Mahoning Trumbull	SR711 SR711	0.00 2.07	0.00 3.33	3.09	4.97	IR680/SR711 Interchange to IR80/SR11 - construct interchange & 4 lane limited access highway	31200	S S	P R		3000	4000		State
E	Trumbull	Leavittsburg/ North Warren Connections					Construct railroad interchanges: CSXT railroad with Conrail Freedom Secondary rail, Leavittsburg connection with CSXT MPO STP C \$104,000	815	STP STP L	C C C	371 104 341				State
15568 E	Trumbull	Freedom Secondary Corridor	0.00	0.00	18.30	29.45	Conrail-Freedom Secondary rail -bank railroad track between Leavittsburg, Warren and Ravenna MPO STP R \$200,000 (6.2 miles)	1462	STP STP L	R R R	840 200 190				State
11910 E	Trumbull	Belmont St.	0.00	0.00	0.13	0.21	Niles - between McKees Lane and Olive St. - bridge replacement #004-92 (Demo)	1725	BR DPR L	C C C	180 1200 345				Trumbull County

Transportation Improvement Program • Fiscal Years 1997 to 2000 Federal Aid projects

PID# Air A/E	County	Route	Section miles km.	Length miles km.	Location • Termini • Description	Total project cost (in 000's)	Type of Funds	P H A S E	Fund use by phase (in 000's)				Project Sponsor
									1997	1998	1999	2000	
E	Trumbull	Elm Rd.			Warren - resurfacing principal arterial from US422 to Warren north corp. limit MPO STP P	1500	STP	P	150				Warren
12624 E	Trumbull	High St.		0.56 0.90	Mahoning Ave. to Chestnut Ave. NE - reconstruction MPO STP P & C	561	STP L	C C	400 100				Warren
E	Trumbull	Liberty St.		0.95 1.53	Liberty St. - Stewart to east corp. limit - signalization upgrade MPO CMAQ 100% Construction	160	CMAQ	C	160				Girard
12413 E	Trumbull	Liberty St.		0.95 1.53	Liberty St. - Stewart to east corp. limit - reconstruction MPO STP C; MPO STP - Soft Match (\$40,000) if available	710	STP STP	C C	568 142				Girard
12158 E	Trumbull	Main St.		0.36 0.58	Cortland - SR5 to SR46 - reconstruction & resurfacing MPO STP C	670	STP L	C C	536 134				Cortland
12623 E	Trumbull	Park Ave.		2.07 3.33	Fulton St. to Warren north corp. limit - reconstruction MPO STP P & C	807	STP L	C C	584 146				Warren
4159 A	Trumbull Trumbull	Summit St. SR45	7.96 12.81	0.61 0.98 0.30 0.48	Warren - US422 to Mahoning Ave. (SR45) - widen road and replace structure MPO STP & Transfer C	4410	NH STP L S	C C C C	2110 877 346 400				Trumbull County/ Warren
14972 E	Trumbull	Walnut Run Park	0.00 0.00	0.00	Cortland - creation of a picnic and scenic area on SR5 MPO STP C	150	STP STP L L	R C R C	40 80 10 20				Cortland
15317 E	Trumbull	Warren Ravenna Rd			Construct underpass walkway at CSX crossing MPO STP C	198	STP S	C C			158 39		Newton Falls
14881 E	Trumbull	West Liberty Downtown Streetscape	0.00 0.00	0.00	Girard - landscaping, sidewalk/curb replacement, scenic improvements along West Liberty St. MPO STP C	66	STP L	C C			52 13		Girard
11931 E	Trumbull	SR5	3.39 5.46	0.08 0.13	1.78 miles east of SR534 - replace bridge over Mahoning River	1032	STP S	C C		720 180			State
11613 E	Trumbull	SR5	10.44 16.80	0.07 0.11	Rehabilitate bridge over B&O railroad inc. deck replacement	2700	NH S	C C		2000 500			State
11925 E	Trumbull	SR5	16.07 25.86	0.05 0.08	1.34 miles west of SR305 rehabilitate bridge over Mosquito Creek including deck	497	BR S	C C	312 78				State
12188 A	Trumbull	SR5	18.40 29.61	0.62 1.00	Cortland - South High St. - SR46 north to Walnut Creek bridge - reconstruction, turning lane MPO STP P & STP Transfer	2000	NH S	C C	1400 360				Cortland
11296 E	Trumbull	SR5	31.02 49.92	0.05 0.08	Rehabilitate bridge over Pymatuning Creek including deck replacement #073-92	655	BR S S	C R C	432 10 98				State
14311 E	Trumbull	SR7 US62 SR304	2.77 4.46 2.77 4.46 6.30 10.14	0.00	Hubbard - West Liberty St. from west corp. limit to SR616, North Main St. from SR616 to north corp. limit - signals/controllers at 8 intersections MPO STG C	200	STG	C	200				Hubbard
6266 E	Trumbull	SR11	3.40 5.47	5.96 9.59	From 0.01 miles north of Liberty Jones Rd. to 0.37 miles north of SR82 - Four lane resurfacing	10050	NH S	C C	8000 2000				State
14192 A	Trumbull	CH28 Tibbetts Corners Wick Rd.			East of SR11 to Mahoning Co., south on Loganway Wick Ave. - Safety upgrade, intersection improvements MPO STP P & C	1000	STP STP L L	P C P C	80 20		720 180		Trumbull County
E	Trumbull	SR45/Salt Springs Rd.			SR45 at Salt Springs Rd. - signalization upgrade and intersection improvements with channelization for left turning lanes MPO CMAQ 100% Construction	125	CMAQ	C			125		Lordstown
12622 E	Trumbull	SR45/ Mahoning Ave.	8.26 13.29	0.54 0.87	West Market St. to Warren north corp. limit - reconstruction MPO STP P & C	1367	STP S	C C	1020 255				Warren
6109 E	Trumbull	SR45	9.22 14.84	0.00	From Warren northeast corp. limit to North River Rd. - provide a left turn lane State STP C	757	STP S S	C R C	639 2 71				State

Transportation Improvement Program • Fiscal Years 1997 to 2000 Federal Aid projects

PID# Air A/E	County	Route	Section miles km.	Length miles km.	Location • Termini • Description	Total project cost (in 000's)	Type of Funds	P H A S E	Fund use by phase (in 000's)				Project Sponsor
									1997	1998	1999	2000	
E	Trumbull	SR46	0.00 0.00	0.00	Niles - SR46 beautification project - landscaping & scenic improvements along SR46 at SR169 MPO STP C	50	STP L	C C			40 10		Niles
9717 E	Trumbull	SR46	1.69 2.72	0.00	SR46 at Salt Springs Rd. - intersection improvements, signals, left turn lanes State STP R & C	195	STP S S	C R C 157 20 17					State
13398 E	Trumbull	SR46 SR169	3.18 5.12 2.46 3.96	0.70 1.13	Niles - Viaduct to Madison St. - resurface roadway, upgrade signals MPO STP C	1430	STP S	C C 1140 286					Niles
9137 E	Trumbull	IR80	1.55 2.49	0.28 0.45	0.02 miles west of Girard west corp. limit - rehab two bridges over Mahoning River	8730	IM S S	C R C 6429 101 600					State
10060 E	Trumbull	IR80	7.99 12.86	0.25 0.40	1.11 miles east of SR304 - rehab bridge under Bell Wick Rd.	743	IM S	C C				585 65	State
11096 E	Trumbull	IR80	9.58 15.42	2.75 4.43	From 1.59 miles east of Bell Wick Rd. to PA state line - reconstruction	8625	IM S	C C		7425 825			State
11044 E	Trumbull	SR82	25.24 40.62	0.35 0.56	Replace and widen decks on four bridges, replace decks on four bridges, resurface pavement	5412	NH BR S	C C C			824 3297 1030		State
11317 E	Trumbull	SR88	23.38 37.63	0.15 0.24	SR88 over Pymatuning Creek - rehabilitate bridge, including deck replacement	1020	STP S	C C			696 174		State
8192 E	Trumbull	CH142		0.05 0.08	North River Rd. - replace two bridges over Mosquito Creek	620	BR L	C C	496 124				Trumbull County
14148 E	Trumbull	CH329			Warren Sharon Rd. 0.2 miles east of SR82 - replace 2 bridges MPO STP P & C	1150	STP L L	P C P C	80 20			840 210	Trumbull County
11860 E	Trumbull	CH330A		0.10 0.16	2000' south of - replace bridge over Mosquito Creek Warren Meadville Rd.	360	BR L	C C	288 72				Trumbull County
7786 E	Trumbull	US422 US422	11.56 18.60 13.58 21.85	2.70 4.35	US422 - SR45 to SR169; Laird Ave. to Ridge Rd. - reconstruction MPO STP C - Transfer	440	NH S	C C	352 88				Warren
11854 E	Trumbull	US422	11.86 19.09	0.08 0.13	Warren 0.30 miles east of SR45 - rehabilitate bridge over Mahoning River including replacement of deck	1155	BR S	C C	924 231				Trumbull County
14151 A	Trumbull	US422/ Niles Vienna	17.81 28.66	0.50 0.80	Niles - intersection and signal improvements, widen US422 to 5 lanes north and south of Vienna Rd. MPO STP C	1635	STP S	C C			1308 327		Niles
9507 E	Trumbull	US422	19.29 31.04	2.20 3.54	From IR80 to the Girard north corp. limit - reconstruction MPO STP C	2300	STP STP L S	R C R C		160 40		1440 360	Girard
11605 E	Trumbull	SR534	22.46 36.14	0.05 0.08	Rehabilitate bridge over Andrews Creek, including widening and replacement of deck	336	BR L	C C	200 50				State

Transit Improvements

The Western Reserve Transit Authority (WRTA) annually receives funding for operating and capital assistance from the Federal Transit Administration (FTA) and the Ohio Department of Transportation. The Transit Development Program (TDP) is developed for the WRTA by EDATA, and is updated on an annual basis. The TDP defines the needs of the WRTA and serves as a basis for operating and capital needs documentation.

<i>Description of improvement</i>	<i>Replacement/ Expansion</i>	<i>Total Project Cost</i>	<i>Federal funding source</i>	<i>Amount of federal funding</i>	<i>Amount of state funding</i>	<i>Amount of local funding</i>	<i>Other local funding</i>	<i>Documented in report: Year</i>	<i>Title</i>
<i>State's Fiscal Year 1997 - begins July 1, 1996</i>									
Computerized Fuel Station	Expansion	\$65,000	FTA 49 USC Section 5307	\$52,000	\$6,500	\$6,500	\$0	90	TDP
Tire Lease	Replacement	\$48,000	FTA 49 USC Section 5307	\$38,400	\$4,800	\$4,800	\$0	93	TDP
1-Service vehicle (CNG)	Replacement	\$20,000	FTA 49 USC Section 5307	\$16,000	\$2,000	\$2,000	\$0	95	TDP
Misc. Maintenance equipment	Exp./Replace	\$20,000	FTA 49 USC Section 5307	\$16,000	\$2,000	\$2,000	\$0	95	TDP
Emission Testing Equipment	Expansion	\$45,000	FTA 49 USC Section 5307	\$36,000	\$4,500	\$4,500	\$0	94	TDP
FTA Specialized Transportation Program (formerly known as Section 16 Program)	Exp./Replace	\$71,851	FTA 49 USC Section 5310	\$57,481	\$0	\$0	\$14,370		E&H Plans
<i>State's Fiscal Year 1998 - begins July 1, 1997</i>									
Tire Lease	Replacement	\$50,000	FTA 49 USC Section 5307	\$40,000	\$5,000	\$5,000	\$0	93	TDP
1-Service vehicle (CNG)	Replacement	\$20,000	FTA 49 USC Section 5307	\$16,000	\$2,000	\$2,000	\$0	95	TDP
Electronic fareboxes	Replacement	\$200,000	FTA 49 USC Section 5307	\$160,000	\$20,000	\$20,000	\$0	95	TDP
Radios	Replacement	\$200,000	FTA 49 USC Section 5307	\$160,000	\$20,000	\$20,000	\$0	95	TDP
<i>State's Fiscal Year 1999 - begins July 1, 1998</i>									
Tire Lease	Replacement	\$52,000	FTA 49 USC Section 5307	\$41,600	\$5,200	\$5,200	\$0	93	TDP
1 - Service Vehicle	Replacement	\$20,000	FTA 49 USC Section 5307	\$16,000	\$2,000	\$2,000	\$0	95	TDP
1 - "Trolley-like" bus w/related equipment	Exp./Replace	\$300,000	FTA 49 USC Section 5307	\$240,000	\$30,000	\$30,000	\$0	95	TDP
1 - 25' CNG Special Service Van	Exp./Replace	\$72,000	FTA 49 USC Section 5307	\$57,600	\$7,200	\$7,200	\$0	95	TDP
<i>State's Fiscal Year 2000 - begins July 1, 1999</i>									
Tire Lease	Replacement	\$54,000	FTA 49 USC Section 5307	\$43,200	\$5,400	\$5,400	\$0	93	TDP

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R. P. Samulka, Editor

John R. Getchey P.E., Director

Thomas Hannon, Chairman

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TIPtalk . . .

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TIPtalk

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APPENDIX G
RESOLUTIONS

Appendix G contains General Policy Board (GPB) Resolutions affirming the Conformity Documentation between the SIP, Plan and TIP.

RESOLUTION
**FISCAL YEAR 1997 - 2000 TRANSPORTATION IMPROVE-
MENT PROGRAM CONFORMITY DETERMINATION
WITH THE OHIO STATE IMPLEMENTATION PLAN
UNDER THE 1990 CLEAN AIR ACT AMENDMENTS**

WHEREAS, the Eastgate Development and Transportation Agency (EDATA) is the officially designated Metropolitan Planning Organization (MPO) for transportation planning in the Mahoning and Trumbull Counties Study Area; and

WHEREAS, the Mahoning and Trumbull Counties Study Area has achieved attainment of the National Ambient Air Quality Standards (NAAQS) for ozone and has been officially redesignated to "Attainment" from "Marginal Nonattainment" for Ozone Pollutants (Federal Register-January 31, 1996) by the United States Environmental Protection Agency (U.S. EPA); and

WHEREAS, the Eastgate Development and Transportation Agency is responsible for developing a Transportation Improvement Program (TIP) for the Mahoning and Trumbull Counties area; and

WHEREAS, the FY97-FY2000 MPO TIP will become effective concurrent with US DOT approval of the FY97-FY2000 Ohio State Transportation Improvement Program; and

WHEREAS, Section 176(c)(3) of the Clean Air Act (the Act), as amended by the Clean Air Act Amendments (the Amendments) of 1990, requires that the Eastgate Development and Transportation Agency must make a determination that the Transportation Improvement Program for the Mahoning and Trumbull Counties area is in conformity with respect to the Ohio State Implementation Plan for attainment of the National Ambient Air Quality Standards (NAAQS).

NOW, THEREFORE, BE IT RESOLVED by the General Policy Board of the Eastgate Development and Transportation Agency, State of Ohio, that:

Section 1. The EDATA determines that there is conformity between the FY97 - FY2000 Transportation Improvement Program and the Ohio State Implementation Plan for the attainment of the NAAQS.

Section 2. The EDATA determines that the FY97 - FY2000 Transportation Improvement Program as endorsed for Mahoning and Trumbull Counties area conforms to the Ohio State Implementation Plan, by supporting its intentions of maintaining attainment of the NAAQS.

Section 3. The EDATA assures that the FY97 - FY2000 Transportation Improvement Program contains no goals, directives, recommendations, or projects which contradict any requirements or commitments of the Ohio State Implementation Plan.

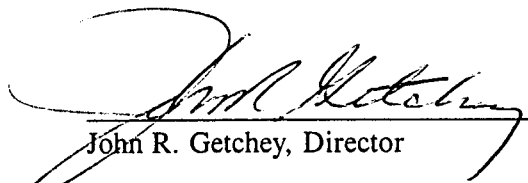
Section 4. The EDATA finds that, following a quantitative analysis by the Ohio Department of Transportation Bureau of Technical Services utilizing project data from EDATA and emission factors from Mobile5a, the Mobile Source Emission Factor Model distributed by U.S. EPA, the FY97 - FY2000 Transportation Improvement Program (TIP) was found to be consistent with the State Implementation Plan (SIP) with respect to hydrocarbon emission reductions.

Section 5. The EDATA determines that the FY97 - FY2000 Transportation Improvement Program will contribute to annual reductions in carbon monoxide and ozone emissions in the non-attainment area.

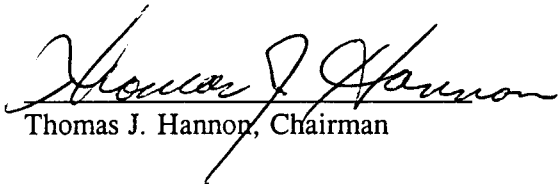
Section 6. The EDATA further determines that the FY97 - FY2000 Transportation Improvement Program does not increase the frequency or severity of emissions of the relevant pollutants in the future, relative to emissions over the same period without the program.

Passed this 13th day of June, 1996

ATTEST:



John R. Getchey, Director



Thomas J. Hannon, Chairman

RESOLUTION
of the
EASTGATE DEVELOPMENT AND TRANSPORTATION AGENCY
concerning
Affirmation of the Transportation Plan
Approval of the Transportation Improvement Program
consistency between the Transportation Plan and
Transportation Improvement Program within the
State Implementation Plan

WHEREAS, the Eastgate Development and Transportation Agency (EDATA) is designated as the Metropolitan Planning Organization by the Governor acting through the Ohio Department of Transportation, and in cooperation with locally-elected officials for Mahoning and Trumbull Counties; and

WHEREAS, EDATA, pursuant to the Ohio Office of Management and Budget Intergovernmental Review Process, is designated as the Intergovernmental Review Agency for Mahoning and Trumbull Counties; and

WHEREAS, the MPO has, pursuant to 23 United States Code 134, and 49 United States Code 1602(a), 1603(a), and 1604 (g)(1), caused a Transportation Plan consisting of a Long Range Plan dated October 1994 to be prepared; and

WHEREAS, the MPO has, pursuant to 23 United States Code 134, and 49 United States Code 1602(a)(z), 1603(a), and 1604(g)(1) and (1), prepared a Transportation Improvement Program for Fiscal Years 1997 through 2000; and

WHEREAS, the Mahoning and Trumbull Counties Study Area has achieved attainment of the National Ambient Air Quality Standards (NAAQS) for ozone and has been officially redesignated to "Attainment" from "Marginal Nonattainment" for Ozone Pollutants (Federal Register-January 31, 1996) by the United States Environmental Protection Agency (U.S. EPA); and

WHEREAS, the Transportation Plan has been determined to be consistent with air quality goals based on recent qualitative analyses, and no significant changes to the transportation plan have taken place which adversely affect air quality; and

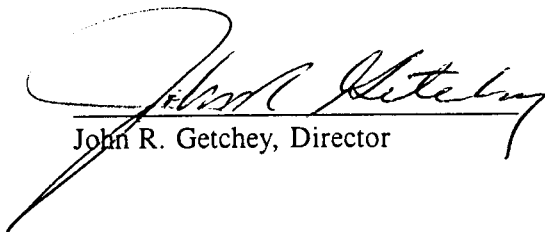
WHEREAS, following a quantitative analysis by the Ohio Department of Transportation Bureau of Technical Services utilizing project data from EDATA and emission factors from Mobile5a, the Mobile Source Emission Factor Model distributed by U.S. EPA, the FY97 - FY2000 Transportation Improvement Program (TIP) was found to be consistent with the State Implementation Plan (SIP) with respect to hydrocarbon emission reductions;

NOW, THEREFORE, BE IT RESOLVED:

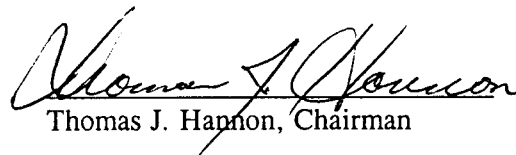
1. That this Board reaffirms its approval of the Long Range Plan as the Transportation Plan for the Youngstown-Warren area and recommends that its members incorporate these improvements into their planning for transportation improvements in their governmental units; and
2. That this Board adopts the Fiscal Year 1997 through 2000 Transportation Improvement Program and recommends that its members incorporate these improvements into their transportation improvement programming for their governmental units; and
3. That this Board affirms the consistency between the Transportation Plan and the State Implementation Plan; and
4. That this Board affirms the consistency between the Fiscal Year 1997 through 2000 Transportation Program and the State Implementation Plan; and
5. That this Board affirms the FY97-FY2000 MPO TIP will become effective concurrent with US DOT approval of the FY97-FY2000 Ohio State Transportation Improvement Program.

Passed this 13th day of June, 1996.

ATTEST:



John R. Getchey, Director



Thomas J. Hannon, Chairman

RESOLUTION
**CERTIFICATION OF THE URBAN TRANSPORTATION
PLANNING PROCESS OF THE EASTGATE DEVELOP-
MENT AND TRANSPORTATION AGENCY**

WHEREAS, the Eastgate Development and Transportation Agency (EDATA) is designated as the Metropolitan Planning Organization (MPO) by the Governor of Ohio acting through the Ohio Department of Transportation (ODOT) and in cooperation with locally-elected officials in the Youngstown-Warren urbanized area as evidenced in the Agreement of Cooperation, number 8218, between ODOT and EDATA dated April 13, 1995, encompassing Mahoning and Trumbull Counties, and in accordance with 23 CFR 450.106 and 49 CFR 613.100; and

WHEREAS, the federal regulations pertaining to urban transportation planning, published as 23 CFR 450, October 28, 1993, require the MPO and ODOT to certify that the transportation planning process cooperatively conducted is in conformance with the regulations; and

WHEREAS, the federal regulations, 23 CFR 450, require that the urban transportation planning process shall include activities to support the development and implementation of a transportation plan (450.322) and a Transportation Improvement Program (450.324 - 450.332) inclusive of an annual element and subsequent project development activities to the degree appropriate for the area. These activities have been acted upon by the General Policy Board of the EDATA by separate resolution number 062-95, dated July 13, 1995; and

WHEREAS, the federal regulations, 23 CFR 450, also require that the State and EDATA shall annually certify to the FHWA and the FTA that the transportation planning process is addressing the major issues facing the area and is being carried out in accordance with all applicable requirements of:

1. Section 134 of title 23, U.S.C. section 8 of the Federal Transit Act (49 U.S.C. app. 1607);
2. In nonattainment and maintenance areas, sections 174 and 176(c) and (d) of the Clean Air Act as amended (42 U.S.C. 7504, 7506 (c) and (d)); and
3. Title VI of the Civil Rights Act of 1964 and the Title VI assurance executed by each State under 23 U.S.C. 324 and 29 U.S.C. 794;
4. Section 1003(b) of the Intermodal Surface Transportation Efficiency Act of 1991 (Pub. L. 102-240, 105 Stat. 1914) regarding the involvement of disadvantaged business enterprises in FHWA and the FTA funded projects (sec. 105(f), Pub. L. 97-424, 96 Stat. 2100; 49 CFR part 23);
5. The provisions of the Americans with Disabilities Act of 1990 (Pub. L. 101-336, 104 Stat. 327, as amended) and U.S. DOT regulations "Transportation for Individuals with Disabilities" (49 CFR parts 27, 37, and 38); and

WHEREAS, at least every two years, the State shall submit the entire proposed STIP, and amendments as necessary, concurrently to the FHWA and the FTA for joint approval, and certify that the transportation planning process is being carried out in accordance with all applicable requirements of the five elements identified above, as well as:

1. 23 U.S.C. 135, section 8(q) of the Federal Transit Act; and
2. The provisions of 49 CFR part 20 regarding restrictions on influencing certain Federal activities.

WHEREAS, 23 CFR 450.316 further requires that the Metropolitan transportation planning process must explicitly consider, analyze as appropriate, and reflect in the planning process products the 15 factors identified at Section 134(f) of title 23 U.S.C., and Federal Transit Act section 8(f) (49 U.S.C. app. 1607(f); and

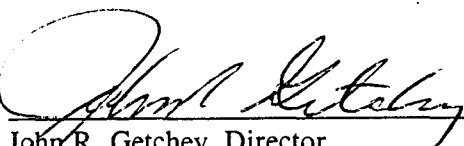
WHEREAS, where the need for a major metropolitan transportation investment is identified, and Federal funds are potentially involved, major investment studies (450.318) shall be undertaken to develop or refine the plan and lead to decisions by EDATA, in cooperation with participating agencies, on the design concept and scope of the investment; and

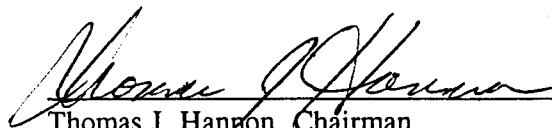
WHEREAS, as mandated by 23 CFR 453.320 the required provisions of the management system regulations 23 CFR part 500, within the EDATA metropolitan planning area, the congestion management, public transportation, and intermodal management systems (450.320), to the extent appropriate, shall be part of the metropolitan transportation planning process required under the provisions of 23 U.S.C. 134 and 49 U.S.C. app. 1607.

NOW, THEREFORE, BE IT RESOLVED, that the Eastgate Development and Transportation Agency certifies, in consideration of the requirements listed herein and to the degree appropriate for the size of the area and the complexity of its transportation problems, that the urban transportation planning process is being carried out in conformance with all the applicable federal requirements of 23 CFR 450.

Passed this 13th day of June, 1996.

ATTEST:


John R. Getchey, Director


Thomas J. Hannon, Chairman